

West Yorkshire Combined Authority

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

Main Report

Reference: Final

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This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1. Introduction

1.1 Purpose of this Report

This Integrated Sustainability Appraisal Report (ISA), produced by Ove Arup & Partners (Arup) on behalf of the West Yorkshire Combined Authority (WYCA or the CA), identifies the potential sustainability impacts of implementing the Mayor's West Yorkshire Local Transport Plan (the Plan or LTP). This report explains the process and work undertaken in developing the Plan to ensure that sustainability, economic and social matters were fully considered.

The ISA has been conducted to fulfil the requirements for a Sustainability Appraisal (SA), Strategic Environment Assessment (SEA), a Health Impact Assessment (HIA) and an Equality Impact Assessment (EqIA). This main ISA report explains and summarises the results of the ISA of the LTP, particularly covering the ISA of reasonable alternatives, thematic policies, and infrastructure intervention types (in addition to an Equality Impact Screening Statement contained in the appendix).

It covers the methodology and results from this round of the ISA (further details on the overall ISA process and work completed to date can be found in Section 2). It also proposes measures to mitigate any significant adverse effects identified during the assessment. By fulfilling these purposes, this report ensures that sustainability is at the core of the plan-making process, promoting more sustainable and resilient development outcomes within the LTP.

A Habitats Regulations Assessment (HRA) of the Plan has also been undertaken; however, this has been reported separately.

1.2 The Mayor's West Yorkshire Local Transport Plan

The West Yorkshire Combined Authority was established in 2014 to bring together economic development and transport functions across West Yorkshire in a more strategic way. In May 2021, the Combined Authority became a Mayoral Combined Authority. The five West Yorkshire District Councils are Bradford, Calderdale, Kirklees, Leeds and Wakefield. The Combined Authority has a statutory duty to produce a local transport plan (LTP) for West Yorkshire and keep it under review.

The Combined Authority is currently developing a new plan covering the period 2025-2040. The Mayor's West Yorkshire Local Transport Plan core principles and strategies will replace the West Yorkshire Transport Strategy 2040, which is the current local transport plan for West Yorkshire.

A 12-week statutory public and stakeholder consultation was undertaken on the new LTP policies and preferred approach between July and October 2025. The next step is the LTP being presented for approval at the Combined Authority meeting in March 2026. The LTP will be adopted and published shortly after.

1.2.1 LTP objectives and network principles

Underpinning the LTP are four objectives and six network principles, which were assessed during the Compatibility Assessment portion of the ISA in August 2024. This assessment has been reported on separately.

The LTP's four objectives of the plan that were previously assessed are as follows:

- **Boosting productivity:** through a better-connected and more attractive West Yorkshire, which expands labour markets, increases innovation and creates jobs, supporting equitable and well-distributed growth.
- **Enabling inclusive growth:** by connecting people and communities with education, training, health and leisure opportunities to deliver equal access for all, and to eliminate transport related social exclusion.
- **Tackling the climate emergency:** through fair and inclusive decarbonisation, reduction of air and noise pollution, enhancement of biodiversity, and resilience to climate events.
- **Improving health and wellbeing:** of people and communities and reducing disparities in public health by promoting physical activity, supporting sense of place and improving air quality.

The LTP's six network principles of the plan are as follows:

- **Safe:** reducing crime and ensuring that people feel safe when travelling. Zero fatalities in the West Yorkshire road network.
- **Inclusive and affordable:** a welcoming network that provides equal access to opportunities for all, removes disadvantage and has affordable fares and tickets.

- **Integrated:** joined up ways to travel, services, timetables, tickets, fares and information.
- **Zero-emission:** cleaner, green options for travel, through electrification and alternative fuels.
- **Active:** everyone can access opportunities for walking, cycling and wheeling to help them live healthier lives.
- **Reliable and resilient:** a well-maintained network that is in good condition, punctual, provides a wide range of choices, and can withstand extreme weather.

The thematic policy chapters within the draft LTP align with these six network principles. Further information on the ISA of the thematic policies can be found in Section 4.1.

1.3 Reporting and Consultation as part of the ISA

Consultation is a core element of the ISA process. Consultation completed to date has been on the ISA Scoping Report.

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 Friday 5th April 2024 for a 5-week period. However, this was then extended to 31st 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 2025 ISA was subject to a 12-week statutory consultation period on the new LTP policies and preferred approach starting in 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, as well as interested members of the public. 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. However, some comments required reconsideration of EqlA Screening Statement elements and mitigation presented against Objective 13, as well as mitigation related to health impacts, particularly for Policy ZE2. 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.

2. Applying the Integrated Assessment Framework

2.1 Purpose and Scope of the ISA

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

Through this approach, the ISA has recommended 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 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.

2.2 Work Completed to Date as part of the ISA

Work undertaken to date includes the completion of Stages A to D of the ISA process (see Figure 1 below for a summary of the ISA Stages).

For Stage A, a scoping exercise was undertaken to set the context and the baseline and establish the ISA objectives. As detailed in Section 1.3, consultation was completed on the

ISA Scoping Report in spring 2024. The Scoping Report was issued for consultation to statutory consultation bodies and a range of stakeholders. Consultation responses received have been considered and appropriately actioned and are set out in the ISA Scoping Report appendix.

In 2024, assessment of the Plan's objectives and network principles against the ISA framework was also undertaken in the form of a Compatibility Assessment. This forms part of Stage B of the ISA process. This report and accompanying non-technical summary form part of Stage C of the ISA process. The ISA process is outlined in greater detail in Section 2.6.

In 2025, the Plan's thematic policies, reasonable alternatives, and proposed infrastructure intervention types were assessed against the ISA framework as part of Stage B of the ISA process. The main report, along with the accompanying Equality Impact Statement and non-technical summary, constitutes Stage C of the ISA process.

The 2025 ISA underwent a 12-week statutory consultation on the new LTP preferred approach from July to October 2025, and a detailed summary of the feedback received is provided in Appendix A.5. This report has been updated following this feedback, to reflect updated LTP text and any resulting amended ISA scoring. This constitutes Stage D of the ISA process.

2.3 Sustainability Appraisal and Strategic Environmental Assessment

SEA is a process which ensures environmental impact is considered at the formation of plans stage (i.e. the strategic level). SA does the same, but it takes in a broader scope of impacts, looking at the economy and local communities/wider society as well as the environment (i.e. the assessment headings looked at under the banner of sustainability). SA in the UK is mandatory for Local Plans under section 19 (5) of the Planning and Compulsory Purchase Act 2004, which requires a local planning authority to carry out SA of each of the proposals in a plan, during its preparation. SEA is mandatory under the Environmental Assessment of Plans and Programmes Regulations 2004 ("the SEA Regulations"). In the case of the LTP, the SA is included to demonstrate good practice.

2.4 Equality Impact Assessment

EqIA is designed to ensure that discrimination does not occur in the drawing up of plans and policies, and that such plans or policies meet the requirements of equality legislation in the UK, most notably the Equality Act 2010. It is being used as part of the ISA to add

value and depth to the assessment process, whilst demonstrating compliance with the Equality Act 2010 and the duties specified below. Under the Equality Act, public bodies are required to:

- Have due regard to the need to eliminate discrimination;
- Advance equality of opportunity; and
- Foster good relations between different people when carrying out their activities.

This ISA therefore considered in its scope, the likely effects on discriminatory practices; the potential to alter the opportunities of certain groups of people; and/or effect on relationships between different groups of people.

To understand which groups of people (or individuals), may suffer discrimination, the Equality Act sets out a series of “protected characteristics”:

- age
- disability
- gender reassignment
- marriage and civil partnership
- pregnancy and maternity
- race
- religion or belief
- sex, and
- sexual orientation.

EqlA is two-stage process:

- Stage 1: Screening - this involves the assessment of impacts of the strategy/plan against the protected characteristics outlined above. If no negative effects are identified during screening no further assessment is required. If there are effects that cannot easily be mitigated, a full EqlA should be undertaken.
- Stage 2: Full EqlA - this involves more in-depth assessment of the impacts of the strategy/plan, the recommendation of mitigation measures, definition of monitoring and evaluation measures and public consultation.

To ensure this ISA meets the requirements of EqlA, it considered whether there was potential for the Plan’s policy options to affect people differently based on the protected characteristics, which is reflected in the ISA Framework. Further details are set out in Appendix A.1 as part of the supporting detailed Equality Impact Screening Statement.

2.5 Health Impact Assessment

Although a Health Impact Assessment (HIA) is not a statutory requirement of the LTP, SEA requires an assessment of human health. Embedding HIA principles, including the determinants of health and Department of Health requirements, through screening questions ensures this ISA duty is met.

2.6 Integrated Assessment Stages

The approaches to SA, SEA, EqIA and HIA discussed above use similar assessment steps. Broadly speaking, these include:

- screening (i.e. deciding if the assessment is needed);
- setting the baseline context;
- identifying where there are impacts on defined relevant topics areas (e.g. climate change impacts, the determinants of health, or the impact on certain groups of people in society);
- understanding impacts of what is being assessed; and
- making recommendations for mitigation where necessary.

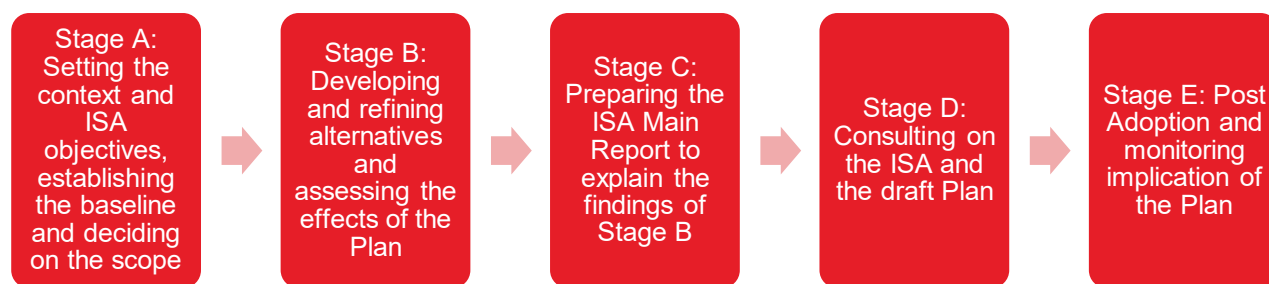
The structure of the ISA is based upon the process contained in the ODPM best practice guidance from 2005 on SEA¹, and Planning Practice Guidance on SEA and SA², updated in 2020. Through integration of equality and health considerations, the ISA framework (i.e. the central component of the ISA) ensures that all four assessment types are considered and completed. The ISA process is outlined in Figure 1 and described in more detail below.

Currently, the ISA has addressed Stages A (scoping) and B (assessment), with this report and the Plan's consultation (as set out in Section 1.2) forming part of Stage C and D.

¹ A Practical Guide to the Strategic Environmental Assessment Directive (ODPM September 2005)

² HM Government (2020) Planning Practice Guidance: Strategic Environmental Assessment and Sustainability Appraisal. Available at: <https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal>

Figure 1: The ISA Process



2.7 The ISA Framework

Developed as part of the scoping stage of work, the ISA framework is made up of a series of ISA objectives and assessment criteria which have been developed specifically for the Plan’s assessment. The ISA Framework is used to identify the likely social, economic and environmental effects and to guide mitigation and policy development.

Under the SEA guidance³, an objective is defined as “*a statement of what is intended, specifying a desired direction of change in trends*”. For the current ISA, objectives are specific aims that the Plan should strive to achieve. Crucially, the ISA objectives, as shown in Table 1 below, may differ from any stated objectives of the Plan, though it is acknowledged there may be synergies.

Table 1: The ISA Framework

No.	ISA objective	Assessment criteria <i>Will the LTP...</i>	ISA topic(s) (SEA topics)
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations? Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	Air; human health

³ A Practical Guide to the Strategic Environmental Assessment Directive (ODPM September 2005)

No.	ISA objective	Assessment criteria <i>Will the LTP...</i>	ISA topic(s) (SEA topics)
		Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi-functional benefits?	
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites? Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks? Explore the suitable connectivity between green and blue infrastructure? Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery? Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO₂ where possible within transport schemes? Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure? Support Local Nature Recovery Strategies and work with local nature recovery groups?	Biodiversity, flora, fauna; human health; population
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility? Encourage a reduction in private car use? Encourage greater carbon efficiency in the movement of goods and people?	Climate factors; human health; air

No.	ISA objective	Assessment criteria <i>Will the LTP...</i>	ISA topic(s) (SEA topics)
		Encourage use of innovative new low and zero carbon transport technologies to reduce emissions? Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems? Encourage the prioritisation of climate change mitigation and adaptation? Encourage use of the transport estate for low carbon energy generation? Consider the specific transport needs of rural communities? Explore opportunities for low carbon construction materials and techniques? Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure? Support West Yorkshire's target of achieving net zero by 2038?	
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation? Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change? Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	Climate factors; human health; material assets

No.	ISA objective	Assessment criteria <i>Will the LTP...</i>	ISA topic(s) (SEA topics)
		Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain? Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements? Ensure that transport schemes and any related elements do not increase flood risk to others?	
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity? Promote sustainable waste management practices? Promote the use of recycled or secondary materials in construction? Promote a modal shift to sustainable transport to reduce fuel consumption? Promote the use of local suppliers and locally-produced materials in construction?	Material assets
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)? Minimise the use of impermeable hard surfacing? Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off? Support the use of nature-based solutions to protect aquatic habitats? Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	Water; soil; human health

No.	ISA objective	Assessment criteria <i>Will the LTP...</i>	ISA topic(s) (SEA topics)
		Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land? Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes? Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils? Avoid mineral safeguarding areas? Support the remediation of contaminated land and avoid additional contamination of soils?	Soil; biodiversity, flora, fauna; material assets
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)? Improve access to historic and culturally important sites by sustainable transport modes? Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	Cultural heritage; landscape; material assets
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character? Protect the special qualities and setting of nationally designated landscapes?	Cultural heritage; landscape; material assets

No.	ISA objective	Assessment criteria <i>Will the LTP...</i>	ISA topic(s) (SEA topics)
		Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape? Protect public rights of way? Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place? Improve the streetscape by removing unnecessary clutter?	
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)? Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space? Improve the quality and availability of active travel infrastructure? Explore synergies with green and blue infrastructure proposals for enhancing active travel routes? Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable? Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure? Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	Population; material assets; human health
11	Enhance economic prosperity and	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	Employment; economics

No.	ISA objective	Assessment criteria <i>Will the LTP...</i>	ISA topic(s) (SEA topics)
	access to opportunities	Improve accessibility to services, facilities, and amenities for all users? Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability? Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport? Contribute to establishing an effective and resilient transport network that increases investment? Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	
12	Improve health and wellbeing for all citizens and reduce inequalities in health (HIA specific objective)	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)? Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)? Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport? Promote accessibility to open space, recreational activities, and employment locations? Reduce the physical and perceived impact of the transport network to reduce severance issues?	Human health
13	Promote greater equality of opportunity for all citizens, with the desired	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and	Population

No.	ISA objective	Assessment criteria <i>Will the LTP...</i>	ISA topic(s) (SEA topics)
	outcome of achieving a fairer society (EqIA specific objective)	unemployed people, different sex and sexual orientation groups? Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users? Provide affordable transport options to ensure accessibility to key facilities and services for all users? Improve connections between communities? Enhance access to active travel routes and sustainable modes of transport in the most deprived areas? Improve access to information for all users to promote use of sustainable transport modes?	
14	Improve transport safety, reduce crime and fear of crime, and promote community safety (HIA and EqIA specific objective)	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities? Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all? Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists? Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas? Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	Human health; population
15	Reduce environmental impacts of	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	Air; human health

No.	ISA objective	Assessment criteria <i>Will the LTP...</i>	ISA topic(s) (SEA topics)
	transport including air, noise and light pollution (HIA and EqIA specific objective)	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels? Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels? Promote practices, equipment, and materials which reduce light pollution (e.g., minimum intensity light sources) to assist in improving health levels? Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	

2.8 Assessment Matrices

The assessment criteria comprise a series of considerations which are based on the specific issues, defined at the scoping stage. Using assessment criteria to appraise policy, infrastructure intervention types and reasonable alternatives helps the assessor to arrive at a conclusion about potential impacts in a methodical and consistent manner across ISA objectives; and therefore, helps stakeholders to understand the reasoning behind the assessment. The ISA framework is the starting point in the assessment matrices. The levels of effect used in the assessment matrices is defined in Table 2 below.

Table 2: ISA Levels of Effect

Score	Assessment Description
++	Very positive effect
+	Positive effect
?	Uncertain
-	Negative effect

--	Very negative effect
O	Neutral/no effect

Combined symbols are sometimes used in the assessment (e.g. '+/ ?' or '- / ?'). Where this occurs, it is because there is a strong likelihood of positive/negative effects but that there is insufficient information to achieve certainty at this stage. Alternatively, there may be a combination of positive or negative effects, depending on how the option under consideration is eventually delivered.

Effects are categorised as being likely to occur in the short-term (0-4 years), medium-term (5-9 years), or long-term (10+ years). The assessment also seeks to categorise if the effects are direct (i.e. primary) or indirect (i.e. secondary), and temporary or permanent. The likely spatial extent is also set out to consider if the effect will be a local, regional (i.e. West Yorkshire scale) or wider concern. Where applicable, a description of likely receptors or affected groups is also given, along with any cumulative or synergistic effects which might occur.

The SEA Directive requires that the assessment of effects includes direct/indirect (primary/secondary), cumulative and synergistic effects. As defined within this assessment, indirect (secondary) effects are effects that are not a direct result of the plan but occur away from an original primary effect; for example, improving active travel infrastructure which encourages people to use active travel modes and thus affects air quality in the local area.

As defined within this assessment, cumulative effects are where proposals may not have a significant effect individually, but in combination with other proposals, policies and projects could have a significant effect. Cumulative effects could be:

- Additive: the sum of all the effects together creating a new outcome;
- Neutralising: the sum of all the effects together counteracting each other to reduce the effect.

Synergistic effects are where two or more effects act together to create a greater 'interaction' or effect than when acting along; for example, developments which come forward that each fragment a green infrastructure network with limited effects on specific species, until collectively the network is too small to support the species.

3. Assessment of Reasonable Alternatives

The SEA Directive has a requirement for the ISA process, which includes the SEA, to consider: ‘reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme’ and ‘give an outline of the reasons for selecting the alternatives dealt with’ (Article 5.1 and Annex I(h)). Reasonable alternatives can also be referred to as strategic scenarios or options.

The Planning Practice Guidance states that: “Sustainability appraisal should predict and evaluate the effects of the preferred approach and reasonable alternatives and should clearly identify the significant positive and negative effects of each alternative.” (PPG: Paragraph: 018 Reference ID: 11-018- 20140306). The following section outlines the reasonable alternatives and summarises the key findings from the assessment.

3.1 Defining the Reasonable Alternatives

The CA has identified reasonable alternatives which would satisfy the (SEA) statutory requirements placed upon the plan where an SEA is required. The assessment of these reasonable alternatives was carried out by evaluating the performance of each against the ISA Framework. To assess the reasonable alternatives against the ISA Objectives, a series of assumptions were developed by the CA, based on what are considered likely outcomes from each of the reasonable alternatives. The reasonable alternatives and associated assumptions are summarised in Table 3 below.

Table 3: Alternatives and assumptions (WYCA, 2025)

Strategic area	Alternative 1: Business-as-usual (BAU) (Continuation of the West Yorkshire Transport Strategy 2040)	Alternative 2: Focus on local sustainable travel	Alternative 3: Balanced approach
General – strategic approach	Support economic growth of major urban centres through transport investment in high quality public transport, together with improved orbital highway routes. Elsewhere, promote accessible new developments that support active travel and public transport use.	Focus on local journeys as the main driver for decarbonisation, complemented by support for public transport network to serve longer journeys.	Focus on improving mass transit connectivity (incl. rail, bus, Mass Transit) to key regional centres and areas of economic opportunity, supported by a highly integrated public transport and active travel network. Elsewhere, prioritise public transport-oriented development, supported by

Strategic area	Alternative 1: Business-as-usual (BAU) (Continuation of the West Yorkshire Transport Strategy 2040)	Alternative 2: Focus on local sustainable travel	Alternative 3: Balanced approach
			high-quality active travel networks.
Tackling the climate emergency	Decarbonisation of the network based primarily on electrification. Look for funding opportunities to expand the electric vehicle charging network (Including recharging facilities for taxis and the Car Club network) and continued ambition to deliver a near-to-zero emissions franchised bus fleet. Maximise re-use and recycling of materials in the renewal and maintenance of transport assets.	Emphasis on promoting active travel and low carbon lifestyles as a means to quickly tackling the climate emergency. Decarbonisation of the network based on step change in active travel provision for local journeys, complemented with investment in public transport to serve larger areas. Continued support for electrification of road transport. Continued work with the government in support of rail electrification.	Decarbonisation of the network based on step change in zero-carbon, clean public transport and active travel provision. Continued support to new fuels and electrification of the road network, plus car and cycle share schemes. Continued work with the government in support of rail electrification.
Public transportation and network integration	Bus investment focused on major radial corridors and hotspots. Continued support for P+R, both for bus and rail, and increase in number of parking spaces near key transport hubs. Continuation of gateway rail and bus station improvements in city and town centres. Continuation of the Mass Transit Vision. Work with the industry to enhance the rail network as the core of an integrated public transport system, including investment in capacity	Public transport complements investment in active travel –to serve larger areas and reduce the reliance on car journeys for town-to-city and village-to-city trips. Public support to shared micromobility in smaller towns where they may not be commercially viable. Integration supported by transport hubs in centralised locations to enable efficient interchange, as well as use of technology to allow users to plan, book and pay for	Focus on offering attractive alternatives to owning and using private cars and integrated, end-to-end journeys to provide sustainable access to areas of growth. Promotion of switch to zero emission fuels and shared transport for those journeys that can't be shifted. Key priorities increasing connectivity and integrating the public transport network (incl. rail, mass transit and the franchised bus network) with the active travel network to enable multi-modal door-

Strategic area	Alternative 1: Business-as-usual (BAU) (Continuation of the West Yorkshire Transport Strategy 2040)	Alternative 2: Focus on local sustainable travel	Alternative 3: Balanced approach
	improvements to meet rising rail demand. Provision of more integrated payment options and travel information. Look for funding opportunities to expand the electric vehicle charging network (Including recharging facilities for taxis and the Car Club network) and continued ambition to deliver a near-to-zero emissions franchised bus fleet.	multi-modal journeys using a single platform. Continuation of the Mass Transit Vision.	to-door journeys. Focus on providing all-level integration, including a single brand, journey planning, schedules, tickets and information. Evolution of the gateway concept to multi-modal transport interchanges that offer a 'seamless' experience to users of all forms of transport Road space reallocation with a focus on the Core Bus Network to support step change improvement in bus reliability and encourage quick modal shift away from the car. Continuation of the Mass Transit Vision
Active travel	Focus on strategic and local network prioritising access to town centres, local services and the wider public transport network. Expansion of Cycle Superhighways as national funding opportunities emerge. Support to districts to implement shared cycle schemes.	Focus on quickly expanding the active travel network (incl. shared mobility schemes) and create safer and more welcoming spaces for people walking, wheeling and cycling, particularly for local journeys. Implementation of Vision Zero principles.	Focus on strategic and local networks providing access to town centres, local services and the wider public transport network, and closing existing gaps to provide a consistent offer across the region. Continued support to districts for implementation of shared cycling schemes, seeking to implement them across all West Yorkshire district. Implementation of Vision Zero and greater integration of transport and health.
Highways and network management	Continued work with national agencies to secure investment to reduce congestion and	Continued work with national agencies to secure investment to reduce	Continued work with national agencies to secure investment to reduce

Strategic area	Alternative 1: Business-as-usual (BAU) (Continuation of the West Yorkshire Transport Strategy 2040)	Alternative 2: Focus on local sustainable travel	Alternative 3: Balanced approach
	disruption on the Strategic Road Network and Major Road Network, and improve resilience and quality. Targeted improvements in the West Yorkshire Key Route Network. Use of smart technology and data to improve journey times, reliability, and travel information. Punctual schemes to relieve traffic congestion and building of new roads to open up development sites. Road capacity improvements between district hubs.	congestion and disruption on the Strategic Road Network and Major Road Network, and improve resilience and quality. Investment into advanced technologies and large roadbuilding projects, including those for new developments, is deprioritised to save on costs and to avoid inducing more demand onto the transport network. Investment focused on road safety improvements as a result of implementation of Vision Zero. ‘Do-minimum’ approach to asset maintenance.	congestion and disruption on the Strategic Road Network and Major Road Network, and improve resilience and quality. A West Yorkshire-wide approach to network management with a focus on improving network efficiency and delivering a consistent highway network offer in the context of bus reform. Use of intelligent traffic management technology to prioritise bus movements and an efficient management of traffic. Highway investment focused around: • Sustainable access to new development; • Road space reallocation to improve public transport reliability; • Implementation of Vision Zero. Strengthened partnership approach to the management of disruption incl. review of the network management mechanisms under bus franchising.
Health and inclusion	Work with partners to deliver highway design interventions to improve safety, plus road user behaviour education and training programmes to reduce road casualty, aspiring to ‘zero	Creation of safer and more welcoming spaces for people walking, wheeling or cycling through investment on active travel networks. Adoption of Vision Zero.	Creation of safer and more welcoming spaces for people walking, wheeling or cycling through investment on active travel networks. Adoption of Vision Zero

Strategic area	Alternative 1: Business-as-usual (BAU) (Continuation of the West Yorkshire Transport Strategy 2040)	Alternative 2: Focus on local sustainable travel	Alternative 3: Balanced approach
	tolerance' of transport-related deaths. Public realm improvements in town and city centres, in support of cycling and walking. Safety improvements and promotion of pedestrian friendly environments, paying attention to the needs of older and frailer people and those with disabilities. Continued engagement with operators, the wider sector and partners to make transport facilities more attractive for young, old, vulnerable and disabled people. Development of concessionary travel offers for targeted groups.	Strong focus on equity, removing barriers to access the network and ensuring schemes meet and exceed required design standards for accessibility, comfort and safety. Improve the affordability of the public transport network	Strong focus on equity, removing barriers to access the network and ensuring schemes meet and exceed required design standards for accessibility, comfort and safety. Improve the affordability of the public transport network. Investment on active travel routes and shared transport to provide missing links in the network and extend the reach of the public transport network to isolated urban communities and rural areas. Adoption of a 'child-first' approach, placing children at the heart of decision-making through collaboration, co-production, co-design and consultation. Support walking, wheeling and cycling to school and ensure bus services provide options for school travel.

3.2 Assessment Summary

This section outlines the findings of the reasonable alternatives assessment and suggests key mitigation or enhancement for each. Refer to Appendix A.2 for the full reasonable alternative assessment tables, including all suggested mitigation and enhancement.

Alternative 1: Business-as-usual

The business-as-usual alternative, or continuation of the West Yorkshire Transport Strategy 2040, performed well against the ISA Objectives, with a beneficial impact against nine of the objectives. This alternative performed strongly against protecting air quality,

reducing emissions from transport, supporting re-use and recycling, amongst other objectives.

However, due to a relatively less focus on sustainability, the performance against the other ISA Objectives is anticipated to be primarily neutral; except for ISA Objective 4 which has a negative alignment against increasing resilience of the transport network to climate change, due to having no reference to climate change adaptation within the BAU alternative.

The key suggested mitigation or enhancement for this alternative is as follows:

- Integrate green and blue infrastructure to enhance the natural environment and reduce environment impacts of transport.
- Include a greater focus on zero carbon public transport, active travel provision, local journeys, and supporting exploration of new fuels.
- Incorporate climate change mitigation and adaptation measures to enhance the resilience of the transport network.
- Implement shared cycling schemes and multi-modal door-to-door journeys across all of West Yorkshire to increase access to opportunities.
- Include a greater focus on design standards for accessibility and reconnecting isolated communities.
- Incorporate measures to create safer spaces in both active travel networks and communities.

Alternative 2: Focus on local sustainable travel

Alternative 2, or the focus on local sustainable travel, performed well against the ISA Objectives, with a beneficial impact against six objectives. This alternative performed strongly against protecting air quality, reducing emissions from transport, promoting sustainable modes of transport, amongst other objectives.

However, due to a relatively less focus on topics such as re-use and recycling, economic opportunities, and equality of opportunity, the performance against the other ISA Objectives is anticipated to be primarily neutral or uncertain; except for ISA Objective 4 which has a negative alignment against increasing resilience of the transport network to

climate change, due to having no reference to climate change adaptation within this alternative.

The key suggested mitigation or enhancement for this alternative is as follows:

- Integrate green and blue infrastructure to enhance the natural environment and reduce environment impacts of transport.
- Include a greater focus on zero carbon public transport, supporting exploration of new fuels, and mass transit connectivity.
- Incorporate climate change mitigation and adaptation measures to enhance the resilience of the transport network.
- Include measures to maximise re-use and recycling of materials in the renewal and maintenance of active travel assets.
- Implement public realm improvements in town, city and rural centres.
- Implement shared cycling schemes and multi-modal door-to-door journeys across all of West Yorkshire to increase access to opportunities.
- Incorporate measures for highway design interventions to improve safety and reduce road casualty.

Alternative 3: Balanced approach

The assessment of the reasonable alternatives found that the balanced approach performed the best overall across the ISA Objectives. The balanced approach performed very strongly over time in relation to protecting local air quality, reducing greenhouse gas emissions from transport, promoting sustainable modes of transport, enhancing economic prosperity, improving health and wellbeing, promoting greater equality of opportunity, and improving safety. These objectives all strongly support the four objectives of the proposed Plan (i.e., boosting productivity, enabling inclusive growth, tackling the climate emergency, and improving health and wellbeing).

However, due to a relatively less focus on topics such as green and blue infrastructure and maximising re-use and recycling, the performance against the other ISA Objectives is anticipated to be primarily neutral; except for ISA Objective 4 which has a negative alignment against increasing resilience of the transport network to climate change, due to having no reference to climate change adaptation within this alternative.

The key suggested mitigation or enhancement for this alternative is as follows:

- Integrate green and blue infrastructure to enhance the natural environment and reduce environment impacts of transport.
- Incorporate climate change mitigation and adaptation measures to enhance the resilience of the transport network.
- Include measures to maximise re-use and recycling of materials in the renewal and maintenance of transport assets.

3.3 Conclusion

The ISA of the reasonable alternatives shows that while all three alternatives have beneficial impacts against key ISA Objectives, the balanced approach (Alternative 3) is the most effective overall. It aligns well with the overarching LTP 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, 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. To achieve a fully integrated and sustainable approach, it is recommended to focus more on integrating green and blue infrastructure, embedding climate adaptation strategies, and increasing commitments to circular economy principles into sustainable transport infrastructure and asset maintenance.

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

4. Assessment of the Mayor's West Yorkshire Local Transport Plan

This section contains a summary of the ISA of the Plan's thematic policies and infrastructure intervention type categories (the latter of which will guide development of the first LTP Implementation Plan, to be developed later in 2025).

There are several instances where strategic aims of the ISA are not applicable to the topic-based nature of the thematic policies or the focus of the infrastructure intervention types. Although it is acknowledged in these instances that each ISA topic is important, it is not possible or appropriate for each policy or infrastructure intervention type to cover every objective.

4.1 Thematic Policies (May 2025)

The draft version of the Plan (December 2024) included a section titled 'Delivering our Vision – the leading transport network principles', which focused on six network principles to support the Plan vision. The principles have been defined in Section 1.2.1 of this ISA report and were assessed as part of the ISA process in the 2024 Compatibility Assessment (as mentioned in Section 2.2).

Within the draft Plan, these principles are then used to frame the six thematic policy chapters, which contain a total of 47 policies. The thematic policy chapters support the overarching Plan objectives, with the overall aim of setting out how the Plan will deliver a leading transport network for West Yorkshire, benefitting people, places, and the planet by embedding sustainable transport choices to enable the economy to grow.

This stage of the ISA assesses each thematic policy against the ISA framework and various categories of potential effects (as set out in Section 2.8). This section outlines each ISA objective separately in order to provide a comprehensive and integrated summary of the thematic policy assessment.

A summary of the assessment findings is presented in the below Section 4.1.1; and Section 5.2.1 highlights overarching conclusions from the ISA of thematic policies. Following public consultation on the draft LTP in 2025, the policies were amended and subsequently reassessed to reflect changes to the policy text, with a summary of the updated 2026 assessment findings presented in Section 4.3.1.

4.1.1 Summary of Assessment Findings

The assessment findings identified a number of strengths in the thematic policies when assessed against the ISA objectives. In particular, the policies scored well in terms of protecting and enhancing air quality, promoting sustainable transport, improving health and wellbeing, enhancing economic prosperity, and reducing the environmental impacts of transport, all which support the four overarching objectives of the Plan.

The assessments findings also identify areas of weakness or uncertainty within the thematic policy chapters across protecting and enhancing the character and quality of landscape and townscape, improving safety, and increasing resilience to climate change. Key mitigation and enhancement recommendations have been outlined under the ISA objectives below, highlighting opportunities to further strengthen the Plan and future projects in the plan area, and therefore the plan as a whole.

For full details of each policy assessment, including suggested mitigation and enhancement, refer to the assessment tables in Appendix A.3. For a full conclusion on the ISA of thematic policies, refer to Section 5.2.

ISA Framework Objective 1: Protect and enhance local air quality

Policies related to 'Zero Emission' scored strongly against this objective, as they contribute directly to reducing emissions and play a key role in enhancing air quality across the region.

Policies promoting the 'Active' thematic policy chapter received mostly positive scores, as encouraging active travel could significantly reduce transport emissions and improve air quality. However, Policy A3 could benefit from incorporating synergies with green and blue infrastructure alongside active travel routes to provide more attractive and connected active travel routes.

The 'Reliable and Resilient' policies received a mix of positive, neutral, and negative scores. In particular, Policy RR2 and RR4 to RR6 scored strongly due to their potential to reduce traffic levels and improve air quality. Other policies could give more consideration to air quality when designing spaces for specific travel modes, especially Policy RR3 and RR8, which relates to the use of private cars and freight.

The policies under the 'Integrated' chapter scored mostly neutral or positive against the objective. Policy I8 and Policy I10 had a strong alignment as they reference bus and active travel, as well as shared transport, all of which will reduce congestion and therefore

improve air quality. Policy I10, however, could be enhanced by making explicit reference to reducing emissions as part of the Mass Transit Strategy. Policy I13 also had scored positively as it could enable a modal shift away from cars and also ensures wider placemaking benefits through green infrastructure. Additionally, Policy I16 had a positive alignment as it references tackling congestion and supporting a mode shift, which will support the minimisation of pollution.

The 'Inclusive and Affordable' policies generally scored neutral due to the lack of synergy between this theme and enhancing local air quality. However, Policy IA2 scored positively against the objective as improved air quality through traffic reduction and green and blue infrastructure can ensure healthy places for people. Policy IA5 also scored positively as it references sustainable transport modes; this could be enhanced by making the link to air quality improvements more explicit.

The policies under the 'Safe' theme scored neutral against the objective protecting and enhancing local air quality does not directly relate to safety. Policy S1, however, scored positively as although there is no direct reference to air quality, it is considered that embedding safety in design will increase the number of people using public transport and active travel routes.

The key suggested enhancements or mitigations identified through this ISA objective that apply to the plan are as follows:

- Include measures to reduce traffic levels and limit private car use to reduce transport emissions.
- Make explicit reference to reducing emissions as part of the Mass Transit Strategy.
- Strengthen the link between air quality and policies that promote inclusivity and affordability.

ISA Framework Objective 2: Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network

Policies under 'Zero Emission' scored mostly neutral with some positive scores, as they were not designed to enhance biodiversity or geodiversity, but could indirectly contribute to reducing the impacts on habitats and important sites by mitigating air pollution from transport. Policy ZE2 scored more negatively as it could explore synergies with green and blue infrastructure to further strengthen its aim to reduce the harmful impacts of transport.

The 'Active' policies were generally scored as neutral, with Policies A1, A2, A5 considered to have weak alignment against the objective, which could support their aim to encourage and integrate active travel. It is recommended that these policies include considerations for enhancing green and blue infrastructure and avoid impacts on habitats to help creating more enjoyable and accessible active travel experiences.

Policies related to the 'Reliable and Resilient' thematic policy chapter were mostly scored as neutral against this objective. However, there is a need for more consideration of their potential impacts on habitats, important sites, and accessibility to green and blue infrastructure. This is particularly relevant to Policy RR1, which focuses on reallocating space for public transport. Policies could also benefit from including references to carbon sinks, which would help to reduce the environmental impacts associated with transport emissions and further improve the resilience of the transport system.

The policies under the 'Integrated' thematic policy chapter scored mostly neutral against the objective as protecting and enhancing biodiversity, geodiversity, and the green and blue infrastructure network does not directly relate to delivering joined up ways to travel. Policy I16, however, had a stronger alignment as it references tackling congestion and supporting a mode shift, which will support the minimisation of air pollution and have an indirect positive effect on the environment.

In general, the 'Inclusive and Affordable' policies scored neutral against this objective. Policy IA2, however, scored positively for its references to green and blue infrastructure, but had a weak alignment against the criteria which promotes good design through wildlife friendly approaches. The assessment therefore recommends making explicit reference to how it will enhance nature and biodiversity through good design and updating the policy wording to include 'placemaking'.

The policies under the 'Safe' thematic policy chapter scored neutral against the objective as protecting and enhancing biodiversity, geodiversity, and the green and blue infrastructure network does not directly relate to delivering joined up ways to travel. The assessment, however, still recommends that the Thematic Policy, specifically S5, could be enhanced through addressing safety around blue and green infrastructure, including parks and along canals, to increase accessibility for local communities.

The key suggested enhancements or mitigations identified through this ISA objective that apply to the plan are as follows:

- Improve accessibility and integrate active travel routes with green and blue infrastructure.
- Consider transport impacts on habitats and important sites when reallocating road spaces, particularly regarding transport emissions.
- Improve design around green and blue infrastructure, incorporating wildlife-friendly approaches and safety measures.

ISA Framework Objective 3: Reduce greenhouse gas emissions from transport

Policies ZE1, ZE3 and ZE4 under the 'Zero Emission' thematic policy chapter scored strongly, as each of them includes a clear reference to reducing emissions and directly supports West Yorkshire's net zero target. However, Policy ZE2 could be improved by providing clearer measures to reduce greenhouse gas emissions to further align with its aim to reduce harmful impacts of transport.

Policies related to 'Active' received a mix of positive, neutral, and negative scores. While they generally support emission reductions and contribute to the net zero target, more consideration could be given to the specific needs of rural communities. Additionally, there is limited reference to reducing private car use, which would be key for improving the safety and overall experience for active travel users.

The 'Reliable and Resilient' policies generally scored neutral or positive, as they include initiatives to improve the efficiency of transport movements and have the potential to reduce emissions. However, the policies could include more considerations for the specific needs of rural communities. Policy RR3 received more uncertain scores as it is unclear whether the policy would encourage or discourage the use of private cars. Policy RR7 and RR8 would benefit from more explicit references to enhancing transport efficiency, whilst Policy RR9 could take a stronger role in providing net zero initiatives to improve the resilience of transport assets.

Policies across the 'Integrated' thematic policy chapter mostly scored positive or neutral. Policy I2 and I3 have a stronger alignment as promoting and improving connectivity to sustainable transport options could reduce private car use and encourage greater carbon efficiency in transport movements. Policy I10 also scored positively as mass transit will enhance sustainable transport availability and accessibility, encouraging greater carbon efficiency in the movement of goods and people. Policy I16 had a very strong alignment, as the levy will discourage private car use and encourage a model shift, tackling

congestion. The policy could be enhanced by making explicit reference to investing in low and zero carbon technologies, and the provision of levies in rural locations.

The policies under the 'Inclusive and Affordable' thematic policy chapter scored positive or neutral against the objective. Policies scored positively for prioritising and promoting sustainable transport options, considering the needs of rural communities, and improving digital connectivity. Policies IA3, IA4, and IA5 could be enhanced by making explicit reference to reducing emissions through sustainable transport modes.

The policies under the 'Safe' thematic policy chapter scored neutral or positive against the objective. Policy S1 and S4 scored positively as they reference delivering safe, sustainable modes of transport. Policy S3 also had a strong alignment as improving perceptions of safety can be achieved through reducing vehicular traffic and improving the availability and accessibility of other options which in turn, will reduce greenhouse gas emissions. Policy S5 scored positively as safe and secure sustainable transport will promote its use.

The key suggested enhancements or mitigations identified through this ISA objective that apply to the plan are as follows:

- Consider the specific needs of rural communities in relation to active travel and public transport infrastructure.
- Include measures to reduce traffic levels and limit private car use to mitigate transport emissions.
- Incorporate climate change mitigation and adaptation measures, including low and zero carbon technologies, to enhance the resilience of the transport network.

ISA Framework Objective 4: Increase resilience of the transport network to climate change and associated extreme weather events

All policies under 'Zero Emission' scored neutral, as the topic primarily focuses on reducing emissions rather than addressing the climatic effects on transport.

Policies related to 'Active' were mostly scored as neutral, however, Policies A1, A2, and A6 have a key gap in considerations for active travel users during extreme weather events. It is recommended that the policies incorporate evacuation plans or improve access to real-time information for active travel users, ensuring their safety and continued mobility during adverse weather conditions.

Policies related to 'Reliable and Resilient' scored mostly neutral, with Policy RR1 found to have weak alignment against the objective due to its insufficient consideration of flood risk, which is relevant to reallocating spaces for transport. Policies RR2 and RR6 to RR8 also fell short as more considerations could be given to adaptation measures for infrastructure in response to extreme weather events. Additionally, Policy RR9 was considered particularly weak, as it makes no reference to climate change adaptation despite its aim of improving the resilience of transport assets.

The policies under the 'Integrated' thematic policy chapter scored neutral against the objective, as increasing resilience of the transport network to climate change and associated extreme weather events does not directly relate to delivering joined up ways to travel.

The policies under the 'Inclusive and Affordable' thematic policy chapter scored neutral against the objective, as increasing resilience of the transport network to climate change and associated extreme weather events does not directly relate to inclusivity and affordability.

The policies under the 'Safe' thematic policy chapter scored mostly neutral, however, Policies S1, S3, and S5 scored positively as they focus on improving safety and security through design, infrastructure, and service interventions, which could include climate mitigation and adaptation. The policies, however, could be enhanced by making more explicit reference to climate resilience in ensuring safe and secure environments.

The key suggested enhancements or mitigations identified through this ISA objective that apply to the plan are as follows:

- Include plans for extreme weather events including evacuation plans and real-time information for all transport users.
- Consider impacts of climate change, including flood risks, in relation to transport management.
- Incorporate climate change mitigation and adaptation measures to enhance the resilience of the transport network.
- Make more explicit reference to climate resilience in ensuring safe and secure environments.

ISA Framework Objective 5: Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling

Policies under 'Zero Emission' generally have neutral or positive effects against this objective by contributing to the reduction of fuel consumption and enhancing resource efficiency. However, Policy ZE2 could be strengthened by making a more explicit reference to reducing fuel consumption as a measure to mitigate harmful impacts of transport.

Policies under 'Active' received mostly neutral scores, but all of which support the objective by encouraging a modal shift to more sustainable modes of transport and contributing to a reduction in fuel consumption.

The 'Reliable and Resilient' policies generally have neutral effects against the objective criteria, with Policy RR1, RR2, and RR4 scoring positively for promoting a shift towards more sustainable modes of transport to reduce fuel consumption. However, Policies RR3 and RR7 could have negative effects against this objective by potentially encouraging the use of private vehicles. Policies RR8 and RR9 could also be further strengthened, as there is opportunity for them to include reference to sustainable waste management practices.

The policies under the 'Integrated' thematic policy chapter generally scored neutral against the objective, however, many policies had a strong alignment in terms of promoting a modal shift to sustainable transport which will support a reduction in fuel consumption. It is recommended that I17 makes more explicit reference to the proposed content of the Leeds City Centre Movement Strategy to better align with the assessment objective.

The policies under the 'Inclusive and Affordable' thematic policy chapter scored mostly neutral against the objective; however, policies had a more positive alignment in terms of promoting a modal shift to sustainable transport, as inclusion and affordability can encourage its use and, in turn, reduce fuel consumption.

The policies under the 'Safe' thematic policy chapter scored neutral against the objective, as promoting the prudent use of natural resources, minimising the production of waste, and supporting re-use and recycling does not directly relate to safety.

The key suggested enhancements or mitigations identified through this ISA objective that apply to the plan are as follows:

- Include more explicit reference to reducing fuel consumption and private car use by promoting a modal shift to sustainable transport modes.

- Incorporate measures to promote sustainable and circular waste management practices through the management of logistics and freights.
- Make explicit reference to the proposed content of the Leeds City Centre Movement Strategy.

ISA Framework Objective 6: Protect and enhance the water environment

Policies related to the 'Zero Emission' thematic policy chapter provide generally neutral effects against this objective, although Policy ZE2 could benefit from incorporating considerations to mitigate the impact of transport infrastructure on water quality. This could include measures such as integrating sustainable drainage systems and reducing the use of impermeable hard surfacing.

The 'Active' policies also scored mostly neutral. However, it is recommended that Policy A5 include considerations for the resilience of road surfacing and drainage systems, as the policy could involve construction of road infrastructure.

Most of the 'Reliable and Resilient' policies scored neutral against this objective. Policy RR1 scored more negatively due to the concerns that the reallocation of space might overlook its potential impact on road drainage and water quality. Additionally, Policy RR3 could include more considerations for reducing impermeable hard surfacing in relation to car parking spaces, and Policy RR9 could be strengthened by placing greater emphasis on climate change adaptation, particularly in relation to flood risks.

The policies under the 'Integrated' thematic policy chapter scored mostly neutral against the objective, as protecting and enhancing the water environment does not directly relate to delivering joined up ways to travel. Policy I1 and I2 had a weaker alignment as there is no reference to the consideration of minimising the use of impermeable hard surfacing, whereas the policy aims to deliver interchanges and could involve construction of new parking facilities. The assessment therefore recommends making explicit reference to minimising the use of impermeable hard surfacing in relation to creating new parking spaces.

The policies under the 'Inclusive and Affordable' thematic policy chapter scored neutral against the objective, as protecting and enhancing the water environment does not directly relate to inclusivity and affordability.

The policies under the 'Safe' thematic policy chapter scored neutral against the objective, as protecting and enhancing the water environment does not directly relate to safety.

The key suggested enhancements or mitigations identified through this ISA objective that apply to the plan are as follows:

- Consider transport impacts on water quality, and incorporate mitigation measures, such as sustainable road drainage and reducing the use of impermeable hard surfacing.
- Incorporate climate change mitigation and adaptation measures to improve the resilience of the transport system, specifically in relation to managing flood risks.
- Minimise the use of impermeable hard surfacing in relation to creating new parking spaces.

ISA Framework Objective 7: Conserve soil resources and quality and seek to remediate contaminated land

Policies under the 'Zero Emission' thematic policy chapter all received neutral scores for this objective, as there is no direct link between the policies and the quality of soil resources.

Policies related to the 'Active' thematic policy chapter were generally scored as neutral, but Policies A1, A2, and A5 could benefit from including considerations for avoiding mineral safeguarding areas when designing active travel routes and road infrastructure.

The 'Reliable and Resilient' policies mostly have neutral effects, although Policy RR3 was scored negatively in relation to land use, as it may lead to the need for new car park construction. It is also recommended that Policy RR9 include considerations for the impacts on soil resources as part of its climate change adaptation measures to improve resilience.

The policies under the 'Integrated' thematic policy chapter generally scored neutral against the objective, as conserving soil resources does not directly relate to delivering joined up ways to travel. I1 and I2 had a weaker alignment due to lack of reference to considerations for land use. The policies could therefore make more explicit reference to encouraging the use of previously developed land in relation to constructing new transport infrastructure, such as transport interchanges and car parking.

The policies under the 'Inclusive and Affordable' thematic policy chapter scored neutral against the objective, as conserving soil resources does not directly relate to inclusivity and affordability.

The policies under the 'Safe' thematic policy chapter scored neutral against the objective, as conserving soil resources does not directly relate to safety.

The key suggested enhancements or mitigations identified through this ISA objective that apply to the plan are as follows:

- Include reference to avoiding mineral safeguarding areas when designing for transport infrastructure.
- Consider the protection of soil resources and remediation of contaminated land in relation to improving climate resilience of transport.
- Incorporate considerations for land use planning and encourage the use of previously developed land for construction of transport infrastructure.

ISA Framework Objective 8: Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets

Policies under the 'Zero Emission' thematic policy chapter all received neutral scores, as this theme does not have a direct link to cultural or heritage assets.

Although the 'Active' policies are not directly relevant to this objective, it is recommended that Policies A1, A2, and A5 include more consideration for improving accessibility to key destinations, including cultural and heritage assets, to encourage the use of active travel. Additionally, there is limited reference to protecting heritage assets in relation to managing transport infrastructure.

Policies related to the 'Reliable and Resilient' thematic policy chapter were mostly scored as neutral. However, Policy RR9 scored more negatively due to the limited consideration for transport heritage assets in the asset management of the transport network.

Meanwhile, Policies RR7 could benefit from stronger references to improving accessibility to key locations, including cultural and heritage destinations.

The policies under the 'Integrated' thematic policy chapter scored mostly neutral against the objective; however, Policy I16 had a strong alignment, as tackling congestion will reduce damage to heritage assets caused by pollution.

The policies under the 'Inclusive and Affordable' thematic policy chapter scored neutral against the objective, as conserving and enhancing heritage assets does not directly relate to inclusivity and affordability.

The policies under the 'Safe' thematic policy chapter scored neutral against the objective, as conserving and enhancing heritage assets does not directly relate to safety.

The key suggested enhancements or mitigations identified through this ISA objective that apply to the plan are as follows:

- Include more considerations for improving accessibility to key destinations, including cultural and heritage assets, to encourage active travel.
- Increase references to protecting heritage assets in relation to managing transport infrastructure.
- Address the limited consideration for transport heritage assets in the asset management of the transport network.
- Strengthen references to improving accessibility to key locations, including cultural and heritage destinations.

ISA Framework Objective 9: Protect and enhance the character and quality of landscape and townscape

The 'Zero Emission' policies scored mostly neutral against this objective, with the exception of Policy ZE2, which could benefit from considering measures to mitigate the impacts of transport on streetscapes, such as removing unnecessary clutter.

Policies related to 'Active' scored differently against each criterion, with half scoring neutral and half scoring negatively. More emphasis could be given to protecting public rights of way, removing unnecessary clutter, and safeguarding landscapes in relation to promoting active travel.

Policies under 'Reliable and Resilient' generally have neutral effects, although more consideration could be given to protecting public rights of way in the management of the transport network. Policies RR1 and RR9 received more negative scores due to their limited references to protecting landscapes and townscapes as part of the transport asset management considerations.

The 'Integrated' policies generally had a neutral scoring against this objective; however, there is weak alignment with Policy I13, and it has therefore been recommended that the policy explicitly references landscape and townscape, and ways in which to specify features of it, when discussing ensuring wider placemaking matters. Policy I17 also had a weak alignment, as there is no reference to public rights of ways or removing unnecessary

clutter. The assessment recommends making more explicit reference to the proposed content of the Leeds City Centre Movement Strategy to ensure it better aligns with the assessment objective. Policy I16 scored positively as it references tackling congestion and supporting a mode shift, which will have an indirect positive effect on the environment and heritage assets.

The 'Inclusive and Affordable' policies generally had a neutral scoring against this objective; however, there was weak alignment in terms of enhancing the character and quality of landscape and townscape and making the link between public rights of ways and connectivity. The assessment therefore recommends making more explicit to respectful design and maintenance, and utilising public rights of way and nationally designated landscapes to deliver high quality and healthy places. The policy could also be enhanced by including specific principles which align with the West Yorkshire Streets for Everyone Strategy reference, as this is yet to be adopted.

The policies under the 'Safe' thematic policy chapter scored neutral against the objective, as protecting and enhancing the landscape does not directly relate to safety.

The key suggested enhancements or mitigations identified through this ISA objective that apply to the plan are as follows:

- Protect public rights of way, remove unnecessary clutter, and safeguard landscapes to promote active travel.
- Protect public rights of way and include references to protecting landscapes and townscapes in transport asset management
- Make explicit reference to the proposed content of the West Yorkshire Streets for Everyone Strategy and the Leeds City Centre Movement Strategy.
- Emphasise respectful design, maintenance, and use of public rights of way and nationally designated landscapes for high-quality, healthy places.

ISA Framework Objective 10: Promote sustainable modes of transport, including public transport and active travel

Policies under 'Zero Emission' scored mostly neutral or positive for promoting the shift in fuels and transport modes to enhance the sustainability of transport. However, Policy ZE2 could explore additional opportunities to enhance public transport and active travel infrastructure as a measure to further reduce the harmful impacts of transport.

The 'Active' policies contribute positively to this objective by promoting active travel. However, policies scored negatively against criteria that require consideration for improving the accessibility of active travel to key services. It is recommended that policies include more specific measures and coordinate with land use planning to effectively promote active travel, especially in Policies A1 and A2.

Policies related to the 'Reliable and Resilient' thematic policy chapters received a mix of positive, neutral, and negative scores. Policies RR1, RR2, and RR4 directly support a modal shift towards sustainable modes of transport. However, Policy RR1 could have negative effects on active travel by prioritising public transport over other modes in road space reallocation. Policies RR3 and RR8 have relatively weak alignment to this objective, as they have the potential to encourage the use of private vehicles without references to prioritising sustainable transport options.

The scores across the 'Integrated' thematic policy chapter varied between policies. There was a strong alignment with regard to promoting a modal shift to sustainable forms of transport and improving the quality and availability of active travel infrastructure. There was a weaker alignment against encouraging a shift to low emission vehicles and exploring synergies with green and blue infrastructure proposals for enhancing active travel routes. The policies could be strengthened by including the explicit reference to promoting sustainable modes through enhancing green and blue infrastructure, and low emission vehicle infrastructure. For Policy I17, in particular, it has been recommended to make explicit reference to the proposed content of the Leeds City Centre Movement Strategy to better align with the assessment objective.

The scores across the 'Inclusive and Affordable' thematic policy chapter varied between policies. Policies IA2, IA3, IA4, and IA5 have a strong alignment as they reference removing types of vehicle traffic parking, removing barriers to public transport access, and enhancing infrastructure and connectivity. Policy IA2, however, references the West Yorkshire Streets for Everyone Strategy, so could also include specific principles to align with, in addition to the strategy reference, as this is yet to be adopted. Policies IA1 and IA6 have a weaker alignment, as they do not explicitly state how sustainable transport will be prioritised, and in particular, promoted to children and young people, in line with the objective criteria. The assessment therefore recommends that the policies make more explicit reference to how sustainable modes will be promoted, for example, through improving affordability, accessibility, and quality.

The 'Safe' policies that support safety were generally scored as neutral or positive. Policies S1 and S2, in particular, scored strongly, due to their promotion of sustainable forms of transport and improvements to street design. Policy S2, however, references the West Yorkshire Streets for Everyone Strategy, so could also include specific principles to align with, in addition to the strategy reference, as this is yet to be adopted.

The key suggested enhancements or mitigations identified through this ISA objective that apply to the plan are as follows:

- Explore additional opportunities to enhance public transport and active travel infrastructure as a measure to further reduce the harmful impacts of transport.
- Coordinate with land use planning to effectively promote active travel
- Discourage private car use and include sustainable transport options.
- Include specific principles to align with the West Yorkshire Streets for Everyone Strategy and the Leeds City Centre Movement Strategy, once adopted.
- Reference how sustainable modes will be promoted, for example, through improving green and blue infrastructure, affordability, accessibility, and quality.

ISA Framework Objective 11: Enhance economic prosperity and access to opportunities

Policies that support 'Zero Emission' were generally scored as neutral or positive, largely due to their emphasis on investments in decarbonisation initiatives, which could generate economic benefits for the region. However, these policies do not explicitly address improving access to opportunities.

Policies related to the 'Active' thematic policy chapter scored positively for their potential to drive economic outcomes and investments through the promotion of decarbonisation. However, the policies could benefit from more explicit reference to measures that enhance accessibility of active travel to employment locations.

Policies under the 'Reliable and Resilient' thematic policy chapter generally have positive effects against this objective in terms of improving accessibility and reducing journey times for passengers, with the exception of Policies RR7 and RR8, which could benefit from further emphasis on this aspect. Additionally, Policy RR7 could provide more considerations for improving accessibility to key services and opportunity locations through enhancements to the Key Route network (KRN).

‘Integrated’ Policies received a mix of scores. Policies I12 to I14 had a weaker alignment due to their lack of reference to delivering sustainable growth and maximising opportunities in areas which could benefit from this, such as areas with high levels of unemployment and major employment growth areas. These policies could be enhanced by making explicit reference to access to opportunities and how this can maximise growth. Policy I17 also scored weakly and it has been recommended that explicit reference to the proposed content of the Leeds City Centre Movement Strategy is added to ensure alignment with the assessment objective. Other policies had a stronger alignment with the objective, as they focus on providing joined up infrastructure, services, and information which will improve access to opportunities.

Within the ‘Inclusive and Affordable’ Chapter, all policies had a positive alignment in terms of focusing on reducing social exclusion through accessibility, tackling community severance, and connecting isolated urban communities to employment and education. Policy IA3, however, had weak alignment; whilst it focuses on connecting rural areas, it fails to make the explicit reference that Policy IA1 makes regarding education and employment. The assessment therefore recommends that this policy make explicit reference to education and employment, and directly address the issues faced by rural communities, young people, and those in areas with high levels of unemployment in accessing opportunities, such as travel availability, convenience, and reliability.

The policies under the ‘Safe’ thematic policy chapter scored mostly neutral against the objective. Policy S3 and S5 had a stronger alignment as it improving safety will help to improve accessibility to services, facilities, and amenities which previously may have been avoided.

The key suggested enhancements or mitigations identified through this ISA objective that apply to the plan are as follows:

- Include measures to enhance accessibility of active travel to employment locations.
- Consider improving accessibility to key opportunity locations through transport network enhancements and Key Route Networks.
- Make explicit reference to access to opportunities to maximise growth.
- Make explicit reference to the proposed content of the Leeds City Centre Movement Strategy.

- Make explicit reference to education and employment and address issues faced by rural communities in accessing opportunities.

ISA Framework Objective 12: Improve health and wellbeing for all citizens and reduce inequalities in health

Policies related to 'Zero Emission' scored mostly neutral or positive, as they indirectly contribute to improving the health and wellbeing of local residents by reducing air pollution. However, the policies do not offer additional benefits in relation to this objective.

While policies related to the 'Active' thematic policy chapter scored positively for promoting health and wellbeing, however, they fall short in providing measures to enhance accessibility to health and education facilities through active travel. It is also recommended that policies incorporate measures to reduce severance issues to further encourage the use of active transport modes.

The 'Reliable and Resilient' policies generally had neutral effects. However, Policies RR1, RR2, and RR7 could benefit from further emphasis on improving accessibility to health and educational facilities, and reducing severance issues of the transport network. On the other hand, Policies RR4 to RR6 were considered to have positive effects in addressing severance issues, as well as Policy RR8 which has explicit reference to reducing negative impacts on health.

The policies under the 'Integrated' thematic policy chapter scored mostly neutral against the objective. Policy I16 scored positively as it references tackling congestion and supporting a mode shift, which will support the minimisation of pollution and have a positive effect on public health. A mode shift to active travel will also promote active, healthy lifestyles. Reinvesting in transport will also improve access and connectivity across West Yorkshire by sustainable transport modes. However, the policy could still be enhanced by making explicit reference to a mode shift to active travel.

Policies under the 'Inclusive and Affordable' thematic policy chapter mostly had neutral effects. Policy IA2 scored positively as it focuses on delivering healthy places for people. Policy IA1 and IA5 also had a strong alignment as they reference improving accessibility and connecting isolated communities to employment, education, services, and leisure. Policies IA4 scored positively as reducing healthcare costs means people dedicate more income on health needs, and The Thematic Policy could be enhanced by making more explicit reference to connecting communities to healthcare services and promoting the

health and wellbeing of children and young people through tailored active travel provision and access to open space and healthy recreation.

‘Safe’ policies generally scored neutral or positive against this objective, as safe mobility and a reduction in severance will reduce accidents, improving health and wellbeing, particularly for high-risk groups. Policy S4 on Delivering Vision Zero scored particularly positively, as it refers to increasing healthy mobility for all in West Yorkshire.

The key suggested enhancements or mitigations identified through this ISA objective that apply to the plan are as follows:

- Incorporate measures to reduce severance issues to further encourage the use of active transport modes.
- Focus more on health service accessibility.
- Introduce specific measures to enhance accessibility to health facilities through active travel.

ISA Framework Objective 13: Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society

Although the ‘Zero Emission’ thematic policy chapter is not directly relevant to this objective, Policy ZE1 includes a positive reference to transitioning to a public owned bus fleet, which could improve the affordability and accessibility of public transport.

Additionally, Policy ZE2 could be improved with further emphasis on promoting the accessibility of sustainable transport modes in deprived areas to mitigate harmful impacts on residents.

Policies related to the ‘Active’ thematic policy chapter make good reference to wheeling as part of active travel. However, most policies fall short in addressing the specific needs of vulnerable groups and deprived areas. It is recommended that policies include references for inclusive designs that address the needs of different groups and improve connectivity between communities. Policy A5 received more positive scores for enhancing connectivity across the region.

Policies under the ‘Reliable and Resilient’ thematic policy chapter scored mostly neutral. Policies RR1, RR7, and RR9 could give more consideration to addressing the needs of the most deprived areas. Policy RR4 received uncertain scores in relation to promoting greater equality, as it could further clarify that the removal of on street parking will not impact

disabled parking. In addition, Policies RR2 and RR3 could be further improved by including reference to measures that address the specific needs of different groups.

The scores for the 'Integrated' thematic policy chapter varied greatly. Policy I1 and I2 scored positively as it references ensuring transport interchanges are accessible for all and improving connectivity. Policy I5 scored well as it is aimed at making the network easy to navigate and legible for everyone through branding, marketing, and wayfinding. The policy could be enhanced by making explicit reference to improving the travel confidence of disabled and low mobility users through, and the tools that will be provided to support them, such as level flooring, drop kerbs, and ramps. Similarly, the policy concerning integrated fares and tickets (Policy I7) scored positively as it focuses upon reflecting diverse passenger needs, but could be enhanced by making explicit reference to digital and paper tickets, and how these can be accessed to ensure no one is excluded from offers. It could also ensure better access to information when changes are made to the payment system. Policies I11 to I14, however, had weak alignment to the objective, as they do not explicitly reference equality of opportunity, accessibility, affordability and inclusion, despite focusing on connectivity, sustainable development, and placemaking.

Despite being focused on achieving a fairer society, the scores across the 'Inclusive and Affordable' thematic policy chapter varied. Policy IA1 had a strong alignment as it references connecting isolated urban communities. Policy IA5 scored positively for ensuring that no one is excluded from the transport network, along with Policy IA4 which seeks to reduce transport related social exclusion. IA6 had weak alignment with promoting accessibility and inclusive design particularly for low mobility and disabled users, and access to information, however, scored positive/neutral against other criteria. Policy IA3 also scored weakly in terms of promoting greater equality of opportunity and connecting rural areas through affordability and accessibility. The Thematic Policy could be enhanced by making more explicit reference to how the transport network will meet the needs of specific groups, particularly vulnerable and underrepresented groups, as well as access to information for all users.

The 'Safe' thematic policy chapter has strong alignment with this objective, particularly policies S1, S2, and S4, due to referencing wheeling, 'all users', at risk groups, and equitable mobility. Policy S5 also had positive effects as improvements in safety can encourage groups who wouldn't typically use public transport and active modes to travel using these methods, therefore improving access to opportunity for all. In general, the policies under this theme which reference the West Yorkshire Streets for Everyone

Strategy could also include specific principles to align with, in addition to the strategy reference, as this is yet to be adopted.

The key suggested enhancements or mitigations identified through this ISA objective that apply to the plan are as follows:

- Better address the specific needs of vulnerable groups and deprived areas, explicitly referencing how the transport network will do this.
- Make explicit reference to improving the travel confidence of disabled and low mobility users through, and the tools that will be provided to support them, such as level flooring, drop kerbs, and ramps.
- Make explicit reference to digital and paper tickets, and how these can be accessed to ensure no one is excluded from offers.
- More consideration could be given to improving connections between communities.
- Explicitly reference equality of opportunity and inclusion.
- Include specific principles to align with the West Yorkshire Streets for Everyone Strategy, once adopted.

ISA Framework Objective 14: Improve transport safety, reduce crime and fear of crime, and promote community safety

All policies in the 'Zero Emission' thematic policy chapter received neutral scores for this objective, as they are not directly relevant to enhancing safety.

Policies A1 to A3 under the 'Active' thematic policy chapter scored negatively against this objective, with Policy A6 scored more positively, and Policies A4 and A5 considered neutral. This is due to the policies encouraging active travel but lacking explicit references to ensuring the safety of active travel users. Although Policy A6 focuses on enhancing neighbourhood safety, it does not provide specific measures to create a more welcoming environment for active travel.

While Policies under the 'Reliable and Resilient' thematic policy chapter are not highly relevant to this objective, Policies RR5 and RR6 scored more positively as they were considered effective in managing congestion and improving road safety. It is recommended that Policies RR1, RR2, RR7, and RR8 include more explicit references to

reducing risks for vulnerable road users, as these policies would have a greater impact on road management.

Policies under the 'Integrated' thematic policy chapter are generally neutral, however, Policies I1 and I8, which relate to welcoming transport interchanges and shared transport hubs, scored weakly due to a lack of reference to safety. The assessment recommended making explicit reference to developing safe transport hubs and interchanges and how this could be achieved. Policy I17 also had a weaker alignment as it does not reference road safety or traffic calming measures, and therefore it is recommended that the policy makes more explicit reference to the proposed content within the Leeds City Centre Movement Strategy to better align with the objective. Policy I16 had a positive alignment as funds from parking levies can be allocated to safety initiatives, such as better street lighting and traffic calming measures, further enhancing overall safety.

Several of the 'Inclusive and Affordable' policies scored weakly against this objective, including those relating to connecting isolated urban communities and rural areas, and transport for children and young people. The assessment recommended that the policies could make explicit reference to how safety will be embedded across the transport network, specifically to protect more vulnerable groups. Policy IA1 and IA3 could also reference improving freedom of movement through safety initiatives and therefore improving connectivity and access to opportunities. For Policy IA2, it has been recommended to make explicit reference to 'public realm' within the policy wording.

The 'Safe' policies scored strongly against this objective due to their focus on ensuring that people feel safe when travelling. Policy S3 scored particularly well through encouraging improvements in perceptions of safety by embedding best practice across the transport network, with a focus on the most at risk groups. These interventions could lead to a reduction in both crime and fatality levels across West Yorkshire, therefore resulting in improved feelings of safety.

In general, the policies which reference the West Yorkshire Streets for Everyone Strategy (such as Policy S2 and IA2) could also include specific principles to align with, in addition to the strategy reference, as this is yet to be adopted.

The key suggested enhancements or mitigations identified through this ISA objective that apply to the plan are as follows:

- Include explicit safety measures for active travel users and provide specific measures to create a more welcoming environment for active travel.

- Include more explicit references to reducing risks for vulnerable road users.
- Reference the proposed content within the Leeds City Centre Movement Strategy to better align with the objective.
- Make explicit reference to how safety will be embedded across the transport network, transport hubs, and interchanges, specifically to protect more vulnerable groups.
- Include specific principles to align with the West Yorkshire Streets for Everyone Strategy, once adopted.

ISA Framework Objective 15: Reduce environmental impacts of transport including air, noise and light pollution

Policies in the 'Zero Emission' thematic policy chapter generally scored positively as they contribute to reducing the environmental impacts of transport by minimising emissions, particularly in relation to air quality. However, Policy ZE2 has the potential to introduce more specific measures to address poor air quality and noise.

Thematic Policies related to 'Active' generally scored strongly against this objective, as promoting active travel could mitigate the impact of transport on residents and the environment. However, Policies A1 could benefit from greater consideration of measures to create a more welcoming environment for active travel users. Meanwhile, Policies A2 and A5 could make more explicit reference to minimising the construction impacts if a need for new road infrastructure arises.

Most policies under the 'Reliable and Resilient' thematic policy chapter were considered to have a neutral or positive effect, as the active management of the transport network can help to reduce transport impacts. Policies RR2 and RR5 scored particularly strongly with their effects on improving travel efficiency and reducing travel needs. However, Policies RR3 and RR8 scored more negatively as they could potentially encourage freight movement, posing greater impacts on the environment and local communities.

Policies under the 'Integrated' thematic policy chapter scored mostly neutral. Policy I3 scored positively due to consistent branding and marketing promoting sustainable choices, which could help to reduce pollution and improve health levels. Policy I16 also had a positive alignment as it references tackling congestion and supporting a mode shift, which will support the minimisation of air pollution. However, Policy I1 scored weakly against improving the impact of transport on the local environment to create more amenable

areas, as there is no reference to the specific measures to address this, whereas the policy aims to deliver interchanges that are welcoming spaces.

Policies under the 'Inclusive and Affordable' thematic policy chapter scored neutral, except for Policy IA2, which received positive, weak, and uncertain scores. The criteria promoting practices, equipment, and materials which reduce air pollution to assist in improving health levels scored positively due to links with delivering healthy places through removing vehicle traffic from roads. Similarly, the criteria focused upon creating more amenable areas scored strongly, as it referenced play and the provision of green and blue infrastructure. The Policy scored uncertain in terms of reducing pollution and weakly for vibration related to construction, equipment, and materials, and therefore the assessment recommended making explicit reference to delivering healthy places through healthier construction and operational practices.

All policies under the 'Safe' thematic policy chapter scored neutral against this objective, except for Policy S1, which had a strong alignment in terms of promoting active travel by providing safe environments for walking, wheeling, and cycling.

The key suggested enhancements or mitigations identified through this ISA objective that apply to the plan are as follows:

- Introduce more specific measures to address poor air quality, noise, and the environmental impact of transport.
- Make explicit reference to limiting private car use and minimising transport emissions.
- Emphasise the delivery of healthy places through healthier construction and operational practices.

4.2 Infrastructure Intervention Types (May 2025)

The Plan and its proposed policies will be implemented through a range of infrastructure interventions, delivered within short-term Implementation Plans typically covering a 5–6-year period.

The draft LTP sets out a set of strategic priorities for delivery and investment, which will form the basis of the Implementation Plans across the life of the LTP. These are as follows:

- A new Mass Transit system, integrated into wider transport system;

- A stable, franchised bus network, supported by bus priority and better passenger facilities;
- A more reliable rail system, through reform and network investment;
- Better, safer walking and cycling infrastructure;
- Enhanced transport and highways asset and network management with increased capital and revenue investment;
- Integrated passenger services and behaviour change.

Infrastructure interventions are expected to range across the categories set out in the following Table 4, as provided by the CA.

Table 4: Infrastructure intervention types (WYCA, 2025)

Infrastructure intervention types	Example infrastructure interventions
A. Infrastructure improvements (physical improvements)	Rail improvement including gateway improvements at major stations, delivery of new stations and network infrastructure upgrades at key points across the region Major and local bus station improvements, along with improvements to bus stops across the region – as well as improving access to bus stations and bus stops Interchange improvements between modes at our bus and rail stations, including smooth interchange between public transport modes, walking wheeling and cycling, and other types of transport including private hire and taxi access. Measures will reduce barriers to access and improve personal safety, ensuring our network is accessible to all Shared transport hubs integrated with our public transport, active travel networks and taxi and private hire vehicle provision, including further roll out of our car club network and other car share schemes Mass Transit Phase 1 Delivery - connecting communities between Leeds and Bradford with Phase One of the network guided by the approach set out in our Mass Transit Vision. Park and ride sites enabling improved connectivity to our public transport and active mode networks. In addition, delivery of a new West Yorkshire Mass Transit Strategy, that builds on our Mass Transit Vision and outlines how we will develop our future mass transit network that integrates with rail, a franchised bus network, active travel and shared transport. Electric vehicle charging infrastructure for zero emission cars, vans and motorcycles; alongside support for the development of alternative fuels infrastructure to enable the decarbonisation of heavy vehicles

Infrastructure intervention types	Example infrastructure interventions
	Measures to improve safety and reduce casualties on our roads, especially for the most vulnerable road users – delivering on our Vision Zero Strategy Improvements to our village, town and city centres, as well as local high streets and neighbourhoods. Delivering high quality healthy places for people; creating connected and safe neighbourhoods where walking wheeling and cycling are safe and convenient for local journeys and access to public transport, and ensuring neighbourhoods are not dominated by non-local through traffic Improvements to walking and cycling provision both on our highways through reallocated roads as part of our Streets for Everyone strategy, as part of wider sustainable travel corridor schemes; improvements to on off-road cycling and walking routes, on greenways, footpaths and bridleways Bus priority and journey time improvement measures on key sustainable travel corridors through reallocated roads as part of our Streets for Everyone strategy Decarbonisation of the public transport system a publicly owned, zero emission bus fleet by 2036, and electrification of key rail links in the region, reducing emissions and improving services Support and promotion of cycle sharing initiatives in the region Improved wired and wireless coverage for digital connectivity, improving connection speeds and access. Supporting a connected network and reducing the need to travel
B. Policy and regulation measures	Development of a West Yorkshire Streets for Everyone Strategy Working in partnership with local authorities and taxi organisations on common standards for taxi licencing across the region Development of a fair and equitable place-based approach to car parking at destinations, and making productive use of kerb space as part of schemes to improve facilities for bus, cycling and walking. Improving cycle and motorcycle parking at destinations as part of this approach Delivery of our Freight Strategy with partnership working with the freight and logistics sector to improve reliability and resilience, and reduce the impacts on communities Development of a regionally strategic approach to integrating development and land use planning, aligning development with transport infrastructure – as part of a transit oriented approach to development. Working with planning authorities to ensure new developments are accessible and promote walking, cycling, bus and Mass Transit.
C. Maintenance and asset management; network	Programmes of highways and public transport asset management and maintenance improvements, to deliver a consistent offer across the leading transport network

Infrastructure intervention types	Example infrastructure interventions
management and operations	Improvements to management of our highways network, through an Urban Traffic Management Control strategy, which can deliver improved traffic management measures and technology to improve network efficiency that supports bus reform, and other management measures such as changes to speed limits. Support for enforcement of traffic and parking restrictions where needed. Review of the Key Route Network (KRN) in the region and working with National Highways to co-ordinate our management of the KRN with their management of the Strategic Road Network
D. Transport service improvements and passenger offer	Strengthened bus services through bus franchising Introduction of a consistent integrated transport brand Improved passenger information across a range of channels for all users, including at public transport stops and interchanges, digital channels as well as phone and printed information. Ticketing improvements and affordable transport fares Network Integration between bus, rail to ensure joined-up services and timetabling as well as improvements to physical interchange Improvements to transport services to address urban and rural isolation for those communities excluded by the current network; as well as ensuring the transport network meets the needs of children and young people Measures to address noise, severance and air quality impacts on local communities affected by road, passenger and freight traffic
E. Behaviour change, engagement, education and consultation	Behaviour change programmes to encourage and enable more use of sustainable travel modes as an alternative to the car; including training, marketing campaigns and events. Programmes will also support vision zero aims, to improve road safety and driver behaviour Development of strategy and projects with community consultation and engagement at the heart of our delivery, as part of an inclusive approach to engagement
F. Data, technology and innovation	Travel information gives the right tools and information from the bus stop to mobile devices. Feasibility studies to investigate opportunities and interventions which help unlock and further the potential of future mobility, digitally connected technology, autonomous vehicles and the concept of a 'future city' Enhancements to data collection capabilities and partnership working to share data between partners; further development of transport analysis tools such as the region's Strategic Transport Model

Infrastructure intervention types	Example infrastructure interventions
G. Cross-cutting and enabling interventions; capacity and capability improvements	Investment in education and training to create the diverse, skilled workforce we need in the region in order to plan, deliver, operate and maintain our transport network. Development of a Market Growth Strategy, to identify complementary measures to grow the market for sustainable travel in our areas of highest public transport accessibility in a fair and equitable way. This could include exploration options for raising new funding locally, including through fiscal measures such as Workplace Parking Levies. Embedding principles needed to support a climate-resilient transport network, and a nature-rich region into what we do Continued and improved partnership working with a range of partners at local, national and regional level Investment in partners' capacity and capability, with training and skills development, strengthening teams across transport planning, delivery and operational areas Technical studies and strategy development to develop our evidence base and support our delivery of improvements to the transport

This stage of the ISA assesses each infrastructure intervention type, or potential intervention, against the ISA framework and various categories of potential effects (as set out in Section 2.8). This section outlines each infrastructure intervention type separately in order to provide a focused summary of the infrastructure intervention type assessment, which can then be fed into subsequent LTP Implementation Plan development.

The infrastructure intervention types have not been reassessed during the 2026 2nd iteration of the ISA, as they are focused on implementation plan approach and remain unchanged, with potential impacts to be considered at the detailed project stage as schemes are developed.

A summary of the assessment findings is presented in the below Section 4.2.1; and Section 5.3 highlights overarching conclusions from the ISA of infrastructure intervention types.

4.2.1 Summary of Assessment Findings

The assessment findings identified a number of strengths in the infrastructure intervention types when assessed against the ISA objectives. In particular, the types scored well in terms of protecting and enhancing air quality, reducing greenhouse emissions from

transport, promoting sustainable modes of transport, enhancing economic opportunity, promoting greater equality of opportunity for all citizens, and reducing the environmental impacts of transport.

The assessments findings also identify areas of weakness or uncertainty within the infrastructure intervention types across increasing resilience to climate change and protecting local air quality. Key mitigation and enhancement recommendations have been outlined under the infrastructure intervention types below, highlighting opportunities to strengthen the forthcoming infrastructure interventions which will be included in the LTP Implementation Plan (which is still in development at the time of writing).

For full details of each infrastructure intervention type assessment, including suggested mitigation and enhancement, refer to the assessment tables in Appendix A.4.

Infrastructure intervention type A: Infrastructure improvements

The 'infrastructure improvements' infrastructure intervention type performed well against the ISA objectives, with a slight, moderate or largely beneficial impact against eight objectives. This infrastructure intervention type performed strongly against ISA Objective 3 and 10 which relates to reducing greenhouse gas emissions from transport and promoting sustainable modes of transport.

This infrastructure intervention type has been scored as having a slight adverse impact on increasing the resilience of the transport network to climate change and associated extreme weather events (ISA Objective 4) as there is no reference to climate change impacts.

The key suggested mitigation or enhancement for this infrastructure intervention type is as follows:

- Integrate green and blue infrastructure and mitigation to reduce environment impacts of transport into physical improvements.
- Incorporate climate change mitigation and adaptation measures to enhance the resilience of the transport network.
- Incorporate measures to promote sustainable and circular waste management practices through physical improvements to infrastructure.
- Ensure physical transport improvements are done equitably to promote greater equality of opportunity.

Infrastructure intervention type B: Policy and regulation measures

‘Policy and regulation measures’ performed well against the ISA objectives, with a slight, moderate or largely beneficial impact against six objectives. This infrastructure intervention type performed strongly against ISA Objective 10 which relates to promoting sustainable modes of transport.

This infrastructure intervention type has been scored as having a slight adverse impact on increasing the resilience of the transport network to climate change and associated extreme weather events (ISA Objective 4) as there is no reference to climate change impacts.

The key suggested mitigation or enhancement for this infrastructure intervention type is as follows:

- Integrate green and blue infrastructure into transport infrastructure and land use planning.
- Incorporate climate change mitigation and adaptation measures to enhance the resilience of the transport network.
- Incorporate measures to promote sustainable and circular waste management practices, and conserve soil resources through regulation measures.
- Promote opportunities to equitably integrate transport with existing and proposed development.

Infrastructure intervention type C: Maintenance and asset management; network management and operations

Infrastructure intervention type C performed well against three of the ISA objectives: ISA Objective 3 which relates to reducing greenhouse gas emissions from transport; ISA Objective 10 which relates to promoting sustainable modes of transport; and ISA Objective 13 which relates to promoting greater equality of opportunity for all citizens. This infrastructure intervention type has been scored as having an uncertain effect on protecting and enhancing local air quality (ISA Objective 1).

The key suggested mitigation or enhancement for this infrastructure intervention type is as follows:

- Focus on sustainable management of highways and public transport to ensure local air quality is protected and enhanced.

- Integrate green and blue infrastructure into maintenance and asset improvements.
- Make more explicit reference to climate change adaptation measures and plans for extreme weather events.
- Incorporate measures to promote sustainable and circular waste management practices, conserve soil resources and remediate contaminated land through asset management.
- Make more explicit reference to enhancing active travel assets and the promotion of community safety as part of network operations.

Infrastructure intervention type D: Transport service improvements and passenger offer

‘Transport service improvements and passenger offer’ performed well against the ISA objectives, with a slight, moderate or largely beneficial impact against six objectives. This infrastructure intervention type performed strongly against ISA Objective 1 which relates to protecting and enhancing local air quality, as well as against ISA Objective 15 which relates to reducing environmental impacts of transport.

The key suggested mitigation or enhancement for this infrastructure intervention type is as follows:

- Integrate green and blue infrastructure into the mitigation of environmental impacts.
- Incorporate measures to address light pollution from transport infrastructure.

Infrastructure intervention type E: Behaviour change, engagement, education and consultation

Infrastructure intervention type E performed well against the ISA objectives, with a slight, moderate or largely beneficial impact against four objectives. This infrastructure intervention type performed strongly against ISA Objective 10 which relates to promoting sustainable modes of transport.

The key suggested mitigation or enhancement for this infrastructure intervention type is as follows:

- Incorporate climate change mitigation and adaptation measures into relevant behaviour change or engagement programmes.

Infrastructure intervention type F: Data, technology and innovation

Infrastructure intervention type F performed well against the ISA objectives, with a slight, moderate or largely beneficial impact against three objectives. This infrastructure intervention type performed well against promoting sustainable modes of transport (ISA Objective 10), increasing access to opportunities (ISA Objective 11), and promoting greater equality of opportunity for all citizens (ISA Objective 13).

The key suggested mitigation or enhancement for this infrastructure intervention type is as follows:

- Include reducing greenhouse gas emissions and reducing environmental impacts from transport as part of the focus on accessibility to travel information.
- Incorporate measures to improve safety and reduce crime in data and technology initiatives.

Infrastructure intervention type G: Cross-cutting and enabling interventions; capacity and capability improvements

‘Cross-cutting and enabling interventions; capacity and capability improvements’ performed well against seven of the ISA objectives. It aligned most strongly with ISA Objective 2, which relates to protecting and enhancing biodiversity and geodiversity; ISA Objective 4, which relates to increasing resilience of the network to climate change; and ISA Objective 13, which relates to promoting greater equality of opportunity for all citizens.

The key suggested mitigation or enhancement for this infrastructure intervention type is as follows:

- Incorporate measures to promote sustainable and circular waste management practices, enhance the water environment, conserve soil resources and remediate contaminated land as part of the focus on climate and nature.
- Incorporate measures to improve safety and reduce crime through the focus on partnership working, training, and skills development.

4.2.2 Conclusion

The ISA of infrastructure intervention types shows strong performance in reducing greenhouse gas emissions, promoting sustainable transport, enhancing economic opportunities, and improving equality of opportunity.

However, there is weak alignment with increasing climate resilience and promoting sustainable waste management. Type A (Infrastructure improvements) benefits from reducing emissions but needs better integration of green infrastructure and climate resilience. Type B (Policy and regulation measures) promotes sustainable transport but would benefit from explicit climate adaptation strategies. Type C (Maintenance and asset management) supports sustainable transport but has uncertainties in air quality impacts. Type D (Transport service improvements) aligns with air quality objectives but could better address light pollution. Type E (Behaviour change and education) promotes sustainable transport but would benefit from including climate adaptation measures. Type F (Data and technology) supports sustainable transport but could enhance emissions reduction and safety measures. Type G (Cross-cutting interventions) aligns with biodiversity and climate resilience but would benefit from greater focus on soil and water conservation.

The LTP Implementation Plan should adopt a holistic approach to strengthen climate resilience, environmental protection, and social equity. For a full conclusion on the ISA of infrastructure intervention types, see Section 5.3.

4.3 Thematic Policies (January 2026)

Following public consultation on the draft LTP in 2025, the draft thematic policies have been updated by the CA to reflect consultation feedback. The six thematic policy chapters remain unchanged in structure but now contain a total of 50 policies.

These LTP policies were reassessed against the same objectives set out in the ISA framework to take account of the amended policy wording. However, the assessment matrix columns for the 2026 reassessment focus on what has been changed since the first iteration of ISA; what updated scoring is across short-, medium- and long-term timescales; and any remaining suggested mitigation or enhancement (i.e. residual impacts). (For any new policies, a fresh assessment matrix was used without additional reassessment columns.) The detailed findings of the reassessment are provided in Appendix A.3, in the form of updated assessment tables.

Following discussion with the Combined Authority, a small number of 2025-assessed policies were revisited. The review found that only minor amendments were necessary in Policies RR1 (against Objectives 2, 4, 6, 9, and 14) and RR3 (against Objective 7).

This section summarises the updated scoring against the assessment objectives and identifies any residual impacts, taking into account the mitigation measures recommended in the previous iteration of the assessment. A summary of the assessment findings is

presented in Section 4.3.1, while Section 5.2.2 sets out the overarching conclusions arising from the 2026 reassessment of the thematic policies.

4.3.1 Summary of Assessment Findings

The assessment findings identified a number of strengths in the thematic policies when reassessed against the ISA objectives. In particular, the policies received improved scores when compared to the 2025 assessment to positive or very positive in terms of protecting and enhancing air quality, reducing greenhouse gas emissions from transport, enhancing economic prosperity, promoting the use of natural resources, and promoting greater equality of opportunity. The previous 2025 assessment findings highlighted areas of weakness, including around increasing resilience to climate change; however, policies received improved scores against this ISA objective, and this can now be considered a strength. Such strengths continue to support the four overarching objectives of the Plan.

The reassessment findings continue to identify areas of weakness or uncertainty within the thematic policy chapters, where suggested mitigation and enhancement from the previous assessment were not incorporated in the LTP by the CA. This was particularly prevalent across protecting and enhancing the character and quality of landscape and townscape, and improving safety. Residual mitigation and enhancement recommendations have therefore been outlined under the ISA objectives below, highlighting opportunities to further strengthen the Plan and future schemes to be implemented in the plan area, and therefore the plan as a whole.

For full details of each policy reassessment, including residual mitigation and enhancement, refer to the assessment tables in Appendix A.3. For a full conclusion on the ISA of thematic policies, refer to Section 5.2.

ISA Framework Objective 1: Protect and enhance local air quality

Policies ZE1 and ZE2 under the 'Zero Emissions' thematic policy chapter received improved scores to very positive against this objective, with an increased emphasis on sustainable mode shift in policy wording. Additional mitigation for Policy ZE2 has been proposed through reference to the World Health Organisation (WHO) Global Air Quality Guidelines.. Scoring for Policies ZE3 and ZE4 remain unchanged as there are no relevant amendments against this objective.

Policies A1 and A5 under the 'Active' thematic policy chapter received improved scores to very positive against this objective, as they refer to integrating green and blue

infrastructure to improve active travel experiences. Residual mitigation has been identified for Policy A1, which is to make more explicit reference to areas with low air quality such as AQMAs in relation to the implementation of this strategy. Where relevant references are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.

Scoring for Policies RR2, RR6, RR7, RR8, and RR9 in the 'Reliable and Resilient' thematic policy chapter have improved with an increased focus on measures that reduce traffic and promote the use of sustainable transport modes, which could indirectly improve air quality by reducing emissions. Other policies within the chapter received unchanged scores and residual impacts from the previous mitigation suggestions, as they do not include significant updates relevant to this objective.

The three new policies within the 'Integrated' thematic policy chapter (Policies I0, I18, and I19) received positive scores as promoting sustainable transport and prioritising bus franchising and rail will help to minimise air pollution. Scoring against this objective generally remained the same or improved across the existing policies. Policy I1 was amended to refer to facilitating public transport use which resulted in an update from a neutral score to a positive score. Policies I2, I4, and I5 now refer to the Weaver Network and ensuring access to this, alongside increasing sustainable modes and therefore scoring has increased. Policy I13 has added a reference to bus franchising and rail, whilst Policy I17 references supporting wider mass transit delivery, both of which would reduce private vehicle use and congestion, and in turn, minimise air pollution.

Policies IA3 and IA6 under the 'Inclusive and Affordable' thematic policy chapter received improved scores to positive against this objective, due to a focus on sustainable travel, the Weaver Network, and improving access to services and opportunities for employment, education and leisure through sustainable options. The scoring against other policies remains unchanged; however, residual mitigation has been identified, including the need to consider air quality improvements when delivering healthy places.

Policies within the 'Safe' thematic policy chapter remain unchanged, except for Policy S1, which received improved scores for referencing designing active travel infrastructure with climate adaptation in mind. The same residual impact was identified across all other policies, which was to address safety around blue and green infrastructure, including parks and along canals.

The key residual impacts identified through this ISA objective that apply to the plan are as follows:

- Include targets set in the World Health Organisation (WHO) Global Air Quality Guidelines;
- Include reference to green infrastructure as a measure to improve air quality;

Include explicit reference to areas with low air quality, such as AQMAs, in relation to the implementation of this strategy. Where relevant references are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.

- Include explicit reference to prioritising sustainable and active transport modes;
- Consider air quality improvements when delivering healthy places;
- Include explicit reference to reducing emissions as part of the Mass Transit Strategy; and
- Address safety around blue and green infrastructure, including parks and along canals.

ISA Framework Objective 2: Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network

Scoring for policies under the 'Zero Emission' thematic policy chapter remain mostly unchanged as there are limited amendments directly relevant to this objective. Policy ZE2 received improved scoring in relation to avoiding impacts on habitats and species, with an additional reference to reduce damage to natural environments. However, suggested mitigations from the last iteration remain as residual impacts, which could be addressed by including more explicit reference to specific natural features that require protection and enhancement.

Policies A1 and A5 within the 'Active' thematic policy chapter received improved scores to very positive against this objective, as they refer to integrating green and blue infrastructure to improve active travel experiences. Policy A2 also received a new positive score as it has been amended to refer to connection to key services and cycle parking at key destinations. Residual impacts have been identified, including explicitly referencing avoiding adverse effects on habitats in support of green and blue infrastructure integration and active travel, and ensuring good design in relation to the integration of active travel.

Policies RR3, RR6 and RR7 under the 'Reliable and Resilient' thematic policy chapter received more positive scores in relation to increasing accessibility to green and blue infrastructure, which could be indirectly enhanced by their increased reference to inclusive approach to car parking and public transport improvements. Scoring for Policy RR9 against all criteria has significantly improved to very positive with its additional reference to incorporate blue green infrastructure and natural habitat supports. Other policies within the chapter received unchanged scores as there are limited updates relating to this objective.

The three new policies within the 'Integrated' thematic policy chapter (Policies I0, I18, and I19) received a mix of scores. Policy I0 scored strongly against criteria focused on green and blue infrastructure as measures to promote walking and cycling could include the provision of green infrastructure, such as parks and trees. However, it received a weaker score against one criterion for not considering the need to avoid and protect designated habitats and important sites when promoting active travel. Policy I18 and I19 received mostly neutral scores but scored positively in terms of increasing accessibility to green and blue infrastructure. Policy I19, however, had a weak alignment with one criterion as new rail infrastructure may result in the severance of habitats. Scoring against this objective generally remained the same across the existing policies. Policies I4 and I5, however, received improved scores, as they now refer to providing the right tools and wayfinding so people are confident using the Weaver Network, which will lead to improved access to green and blue infrastructure.

Policies IA2 and IA3 under the 'Inclusive and Affordable' thematic policy chapter received improved scores to positive against this objective, as new references to leisure opportunities and climate change adaptation have been added. However, the negative scoring in Policies IA1 and IA2 remain, and residual recommendations suggest considering connectivity to green and blue infrastructure, as well as good design and placemaking in nature.

Policies within the 'Safe' thematic policy chapter remain unchanged, except for Policy S1, which received improved scores for referencing designing active travel infrastructure with climate adaptation in mind. Policy S5 retained its weak alignment, and a residual impact was identified: to address safety around blue and green infrastructure, including parks and along canals.

The key residual impacts identified through this ISA objective that apply to the plan are as follows:

- Include more explicit reference to avoiding and protecting designated habitats and important sites in relation to managing active travel;
- Include reference to green and blue infrastructure as a measure to promote active travel and connectivity, and the direct and indirect benefits of this;
- Include explicit reference to how nature and biodiversity will be enhanced through good design and updating the policy wording to include 'placemaking'; and
- Address safety around blue and green infrastructure, including parks and along canals.

ISA Framework Objective 3: Reduce greenhouse gas emissions from transport

Policies ZE1, ZE3, and ZE4 under the 'Zero Emission' thematic policy chapter received the same scores and residual impacts from the previous mitigation suggestions, as there are no amendments directly addressing them. Scoring for Policy ZE2 has improved in relation to promoting sustainable mode shift and climate change adaptation. While the policy has been amended to address several suggested mitigations, it is considered that it can be further enhanced by explicitly referencing measures to prioritise sustainable transport options.

Several policies within the 'Active' thematic policy chapter received improved scores. Policy A1, for example, now references integrating green and blue infrastructure to improve active travel experiences, which could promote a modal shift away from private car use. Policy A2 has been amended to refer to connection to key services and cycle parking at key destinations. Policy A5 has been amended to refer to coordination with land use planning which could further promote active travel, and Policy A6 refers to joining up neighbourhoods, which could improve the connectivity of rural communities. However, Policies A1, A2, and A6 also retained some weak scores, and residual impacts were identified, including to reference public transport availability, affordability, and accessibility in relation to promoting multi-modal journeys, disincentives for private car use, and accessibility to green and blue infrastructure.

Policies RR2, RR6, RR7 and RR8 under the 'Reliable and Resilient' thematic policy chapter received improved scores under criteria promoting sustainable mode shift and net zero, with their increased reference to improving network safety and promoting sustainable transport options. Policy RR9 also received more positive scores in relation to climate change adaptation and supporting net zero target with an explicit reference added to the

policy wording. The remaining policies received the same scores from the previous iteration with limited relevant changes in policy text.

The three new policies within the 'Integrated' thematic policy chapter (Policies I0, I18, and I19) received positive scores, as they focus on prioritising and promoting sustainable travel, including bus franchising and rail. Policy I0, however, could be enhanced by specifically referencing minimising emissions from new infrastructure. Scoring against this objective generally remained the same or improved across the existing policies. More positive scoring has been applied to Policy I1, as it now references facilitating public transport use and ensuring climate resilience. Policies I4 and I5 have been amended to reference ensuring the Weaver Network is accessible and easy to navigate, which will lead to an increase in sustainable and active travel. Policy I7 refers to the Fares and Ticketing Strategy which aims to make sustainable travel more affordable and accessible and will encourage a reduction in private car use. Policy I11 refers to taking into account the needs of vulnerable users and Policy I12 refers to increasing accessibility to employment, housing, education, and healthcare through sustainable transport, both of which would support a reduction in greenhouse gas emissions.

Policies under the 'Inclusive and Affordable' thematic policy chapter generally received improved scores against this objective. Policies IA2 and IA6, for example, had an increased focus on climate change adaptation and sustainable travel, whilst Policies IA3 and IA5 referenced improving access to the Weaver Network, as well as services and opportunities for employment, education and leisure through sustainable options.

Policies within the 'Safe' thematic policy chapter remained unchanged, except for Policy S1, which received improved scores for referencing designing active travel infrastructure with climate adaptation in mind.

The key residual impacts identified through this ISA objective that apply to the plan are as follows:

- Consider the specific needs of rural communities in relation to active travel and public transport infrastructure;
- Include general reference to the mass transit scheme and other sustainable transport modes rather than focusing on Phase 1;
- Include explicit reference to minimising emissions from new infrastructure;

- Include explicit reference to prioritising sustainable and active transport modes over private car use, through enhancing availability, affordability, and accessibility;
- Include explicit reference to the use of low and zero carbon transport technologies in relation to promoting sustainable choices; and
- Include explicit reference to the proposed content of the urban centre movement strategies.

ISA Framework Objective 4: Increase resilience of the transport network to climate change and associated extreme weather events

Scoring for policies under the 'Zero Emission' thematic policy chapter remained unchanged as there are no relevant amendments to the policies against this objective. Suggested mitigation measures for Policy ZE2 from the previous iteration are carried forward as residual impacts.

Policy A5 within the 'Active' thematic policy chapter received improved scores as it was amended to refer to integration with blue and green infrastructure, which can both help to manage localised flood risk and create new habitats. Policies A1 and A2 retained their weak alignment, and residual mitigation has been identified, including to reference measures against extreme weather events, the changing climate, and adaptive management. Where relevant references are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.

Policies RR2 and RR8 under the 'Reliable and Resilient' thematic policy chapter received improved scoring against adaptation to uncertain weather events arising from climate change, with an additional reference to network safety. The updated text for Policy RR9 has addressed all suggested mitigations from the previous assessment, resulting in significantly improved scoring. The other policies received unchanged scores with limited updates to policy text relevant to this objective.

The three new policies within the 'Integrated' thematic policy chapter (Policies I0, I18, and I19) received mostly neutral scores. Policy I0, however, received a positive score against the criterion focused on exploring opportunities for green and blue infrastructure, as reference to measures to promote walking and cycling could include the provision of green infrastructure, such as parks. Policy I19 had a weaker alignment as new rail infrastructure may impact on floodplains, and repeated flood events would result in reliability issues. The

policy could be improved by providing reference to mitigation associated with new rail infrastructure. Scoring against this objective remained the same across the existing policies.

Scoring for policies under the 'Inclusive and Affordable' thematic policy chapter remained unchanged, and no residual impacts have been identified.

Policies within the 'Safe' thematic policy chapter remained unchanged, except for Policy S1, which received improved scores for referencing designing active travel infrastructure with climate adaptation in mind.

The key residual impacts identified through this ISA objective that apply to the plan are as follows:

- Include reference to measures against extreme weather events, the changing climate, and adaptive management including evacuation plans and real-time information for all transport users. Where relevant references are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy;
- Incorporate climate change mitigation and adaptation measures to enhance the resilience of the transport network;
- Include reference to mitigation associated with new rail infrastructure; and
- Include explicit reference to the context of the mass transit vision within the policy text.

ISA Framework Objective 5: Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling

Scoring for policies under the 'Zero Emission' thematic policy chapter remained mostly unchanged as there are limited relevant amendments to the policies against this objective. Policy ZE2 received improved scores in relation to promoting modal shift to sustainable transport with its additional reference to it.

Several policies within the 'Active' thematic policy chapter received improved scores. Policy A1, for example, now references integrating green and blue infrastructure to improve active travel experiences, which could promote a modal shift away from private car use which will subsequently reduce fuel consumption. Policy A2 has been amended to refer to connection to key services and cycle parking at key destinations. Policy A5 has

been amended to refer to coordination with land use planning which could further promote active travel, and Policy A6 refers to joining up neighbourhoods, which could improve connectivity of rural communities. Policy A5 includes a residual recommendation to make more explicit reference to resource efficiency in relation to the construction of new active travel routes.

Scoring for Policies RR6, RR7 and RR8 under the 'Reliable and Resilient' thematic policy chapter have improved in relation to promoting sustainable mode shift, as they now include measures to encourage greater public transport use and modal shift of freight traffic, which will reduce fuel consumption. Policy RR9 also received more positive scoring against criteria promoting resource efficiency and waste management, with its additional reference to climate change mitigation and adaptation measures. The remaining policies received unchanged scores with limited updates to policy text relevant to this objective.

The three new policies within the 'Integrated' thematic policy chapter (Policies I0, I18, and I19) received mixed scores. Policies I0 and I18 scored positively in terms of prioritising and promoting sustainable travel which will reduce fuel consumption, however, Policy I0 scored weakly for not explicitly stating how it will enable new infrastructure to be resource efficient. This was similar for Policy I19, which scored positively for making reference to the Railways Reform Bill which aims to simplify the railway system and reduce costs, promoting greater use, but scored weakly for not referencing energy efficiency in new rail infrastructure. Scoring against this objective generally remained the same or improved across the existing policies. Policy I1 now has a stronger alignment as it refers to facilitating public transport use, which supports a transition to sustainable transport modes and reduces fuel consumption. Policy I4, I5, and I9 will ensure that the Weaver Network is accessible and easy to navigate, so the scoring has increased. Policy I11 has been amended to consider the needs of vulnerable users, which could encourage more sustainable transport use. Policy I12 also has a stronger alignment as it refers to increasing accessibility to employment, housing, education, and healthcare through sustainable transport, which will reduce fuel consumption. Policy I17 has retained its weak alignment and could be enhanced by making more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.

Policies IA3 and IA5 under the 'Inclusive and Affordable' thematic policy chapter received improved scores to very positive against this objective, as they have been amended to reference the Weaver Network, improving access through sustainable options and new

and enhanced services such as stations and stops and information and ticketing. Such improvements will promote a modal shift to sustainable travel and reduce fuel consumption. Scoring for other policies remained unchanged and no residual impacts have been identified.

Policies within the 'Safe' thematic policy chapter remained unchanged, except for Policy S1, which received improved scores for referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, which will help to promote a modal shift to sustainable transport. The key residual impacts identified through this ISA objective that apply to the plan are as follows:

- Incorporate considerations for resource efficiency to reduce harmful impacts of transport and the construction of transport infrastructure;
- Introduce disincentives for private car use in car parks and prioritise sustainable transport needs to reduce fuel consumption; and
- Include more explicit reference to the proposed content of the urban centre movement strategies where this aligns with the assessment objective.

ISA Framework Objective 6: Protect and enhance the water environment

Scoring for policies under the 'Zero Emission' thematic policy chapter remained unchanged as there are no relevant amendments to the policies against this objective. Suggested mitigation measures for Policy ZE2 from the previous iteration are carried forward as residual impacts.

Policies A1 and A5 within the 'Active' thematic policy chapter received improved scores as they refer to integrating green and blue infrastructure to improve active travel experiences. Residual impacts have been identified for Policy A5, including making explicit reference to minimising the use of impermeable hard surfacing in relation to the construction of new active travel infrastructure, flood risk management and habitat creation opportunities associated with green and blue infrastructure, and sufficient drainage systems when creating new road infrastructure through reallocating road spaces.

Most policies under the 'Reliable and Resilient' thematic policy chapter received the same scores as the previous iteration as there were no significant updates to the policy text against this objective. Scoring for Policy RR9 has improved to positive in relation to blue infrastructure enhancement and climate change resilience, as the policy now includes explicit references to them.

The three new policies within the 'Integrated' thematic policy chapter (Policies I0, I18, and I19) received mostly neutral scores, however, Policy I0 had a stronger alignment as measures to promote walking and cycling could include the provision of green infrastructure, such as parks, which can contribute to improvements in the quality of surface water run-off. Scoring against this objective generally remained the same across the existing policies. Policies I1 and I2 have retained their weaker scoring as the mitigation to make more explicit reference to minimising the use of impermeable hard surfacing in relation to constructing potential new parking spaces has not been addressed.

The policies within the 'Inclusive and Affordable' thematic policy chapter remained unchanged, except for Policy IA2 which received a stronger score referencing climate change adaptation.

The policies within the 'Safe' thematic policy chapter remained unchanged and no residual impacts have been identified.

The key residual impacts identified through this ISA objective that apply to the plan are as follows:

- Include reference to green infrastructure as a measure to promote active travel, and the direct and indirect benefits of this;
- Include more explicit reference to flood risk management, sufficient drainage systems, and minimising the use of impermeable hard surfacing in relation to the construction of potential new parking spaces, active travel infrastructure and road space reallocation;
- Include reference to habitat creation opportunities associated with green and blue infrastructure; and
- Incorporate sustainable drainage and other nature-based solutions to mitigate flood risks on transport routes.

ISA Framework Objective 7: Conserve soil resources and quality and seek to remediate contaminated land

Scoring for policies under the 'Zero Emission' thematic policy chapter remained neutral as there were no relevant amendments to the policies against this objective. Suggested mitigation measures for Policy ZE2 from the previous iteration were carried forward as residual impacts.

Policy A5 within the 'Active' thematic policy chapter received an improved score for referring to coordination with land use planning, which could help to avoid mineral safeguarding areas. Policy A1 and A2 retained their weak alignment, and residual impacts were identified, including to make more explicit reference to avoiding mineral safeguarding areas in relation to managing the active travel network. Where relevant references are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.

Most policies under the 'Reliable and Resilient' thematic policy chapter received the same scores as the previous iteration as there were no significant updates to the policy text against this objective. 2025 Scoring for Policy RR3 has been amended to neutral with regard to avoiding mineral safeguarding areas, as upon discussions with the CA, it was felt that the original scoring felt disproportionate; the new neutral scoring has been carried over to the 2026 reassessment. Policy RR9 has addressed suggested mitigations from the previous assessment and received improved scores regarding soil protection and reducing land contamination. The three new policies within the 'Integrated' thematic policy chapter (Policies I0, I18, and I19) received neutral scores. Scoring against this objective generally remained the same across the existing policies. Policies I1 and I2 have retained their weaker scoring as the mitigation to make more explicit reference to encouraging use of previously developed land in relation to constructing potential new parking spaces was not addressed.

Scoring for Policies under the 'Inclusive and Affordable' thematic policy chapter remained unchanged and no residual impacts have been identified.

Scoring for policies under the 'Safe' thematic policy chapter remained unchanged and no residual impacts have been identified.

The key residual impacts identified through this ISA objective that apply to the plan are as follows:

- Include more explicit reference to encouraging the use of previously developed land in relation to constructing potential new parking spaces; and
- Include more explicit reference to avoiding mineral safeguarding areas in relation to managing active travel network. Where relevant references are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.

ISA Framework Objective 8: Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets

Scoring for policies under the 'Zero Emission' thematic policy chapter remained neutral as there were no relevant amendments to the policies against this objective. Suggested mitigation measures for Policy ZE2 from the previous iteration were carried forward as residual impacts.

Policies A2 and A5 within the 'Active' thematic policy chapter received improved scores as they were amended to refer to the connection to key services and cycle parking at key destinations, and the coordination with land use planning, which could help to connect important sites. Policies A1, A2, and A5 retained their weaker alignment, and residual impacts have been identified, including to consider accessibility to historic sites and to make more explicit reference to the appropriate management of transport in relation to the promotion of active travel. Where relevant references are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.

Most policies under the 'Reliable and Resilient' thematic policy chapter received the same scores as the previous assessment as there were no significant updates to their policy text against this objective. Policies RR3, RR6 and RR7 received improved scores in promoting access to important sites with their additional reference to inclusive car parking and public transport accessibility. Previous mitigation suggestions for RR9 have been carried forward as residual impacts.

The three new policies within the 'Integrated' thematic policy chapter (Policies I0, I18, and I19) received a mix of scores. Policy I0 had a strong alignment as it focuses on prioritising and promoting sustainable travel which will improve access to heritage sites. Policy I18 also had a strong alignment as coordinated bus networks reduce car dependency, lowering congestion and emissions around heritage sites, reducing the impact. Improved bus networks will also encourage access to heritage sites. Policy I19, however, received weaker scores as new rail infrastructure may impact on heritage assets, and therefore mitigation needs to be considered. Scoring against this objective generally remained the same for the existing policies, retaining neutral scores. Policy I1, however, now refers to facilitating public transport use, which improves access to key destinations by sustainable transport modes, so the scoring has improved. Similarly, Policies I4 and I5 have been amended to ensure the Weaver Network is easy to navigate and accessible, which will lead to improved access to different spaces and facilities. Policy I9 also received a positive

score for seeking opportunities to improve transport with neighbouring regions, which could improve access to heritage.

Scoring for policies under the 'Inclusive and Affordable' thematic policy chapter remained unchanged. Scoring for policies under the 'Safe' thematic policy chapter remained unchanged and no residual impacts have been identified.

The key residual impacts identified through this ISA objective that apply to the plan are as follows:

- Include considerations for transport impacts on designated heritage assets; and
- Include reference to mitigation associated with new rail infrastructure.

ISA Framework Objective 9: Protect and enhance the character and quality of landscape and townscape

Scoring for policies under the 'Zero Emission' thematic policy chapter remained unchanged as there are no relevant amendments to the policies against this objective. Suggested mitigation measures for Policy ZE2 from the previous iteration have been carried forward as residual impacts.

Policies A1 and A5 within the 'Active' thematic policy chapter received improved scores as they have been amended to refer to integrating green and blue infrastructure to improve active travel experiences, and to coordination with land use planning, which could help to reduce impact on designated landscapes. However, all policies, excluding Policy A4, retained weak scores and residual impacts have been identified, including to avoid impacts on nationally designated landscapes, public rights of way, and their settings in relation to managing active travel, and improving landscapes to enhance the perceived safety of active travel.

Scoring for policies under the 'Reliable and Resilient' thematic policy chapter remained mostly unchanged as there were limited amendments relevant to this objective. Policy RR9 received improved scores to positive regarding green and blue infrastructure protection and enhancement with its additional reference to it. Previous mitigation suggestions have been carried forward as residual impacts.

The three new policies within the 'Integrated' thematic policy chapter (Policies I0, I18, and I19) received a mix of scores. Policies I0 and I18 had a strong alignment, as measures to promote walking and cycling could include the provision of green infrastructure, and

coordinated bus networks reduce car dependency, lowering congestion and emissions around important landscapes, reducing the impact. Policy I19, however, received weak scores as new rail infrastructure may negatively impact on landscapes. Scoring against this objective generally remained the same for the existing policies. Policies I13, I16, and I17 retained their weak alignment as mitigation has not been addressed.

Scoring for policies under the 'Inclusive and Affordable' thematic policy chapter remained unchanged, with Policies IA1 and IA2 retaining their weak alignment. Residual recommendations have been identified, including to make explicit reference to connecting isolated communities to green and blue infrastructure and public rights of way, rather than just leisure. It also recommended that explicit reference is made to enhancing landscapes and townscapes through the design and maintenance of transport infrastructure and focusing on local distinctiveness and sense of place.

Scoring for policies under the 'Safe' thematic policy chapter remained unchanged, and no residual impacts have been identified.

The key residual impacts identified through this ISA objective that apply to the plan are as follows:

- Include explicit reference to the proposed content of the urban centre movement strategies where this aligns with the assessment objective;
- Include explicit reference to the protection and enhancement of active travel routes to support the reduced reliance on vehicles;
- Include explicit reference to protecting and enhancing locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place;
- Include explicit reference to removing unnecessary clutter;
- Include reference to avoiding impacts on nationally designated landscapes, PRoWs, and their settings in relation to managing active travel. Where relevant references are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy; and
- Include reference to improving landscapes to enhance the perceived safety of active travel.

ISA Framework Objective 10: Promote sustainable modes of transport, including public transport and active travel

Policies ZE3 and ZE4 under the 'Zero Emission' thematic policy chapter received the same scores as the previous iteration as there were no significant amendments relating to this objective. Policy ZE1 received improved scores regarding sustainable modal shift with its increased emphasis on fully zero emission bus fleet by 2036. Scoring for Policy ZE2 increased to positive against the criteria in relation to promoting sustainable transport modes. Suggested mitigation measures from the previous iteration have been carried forward as residual impacts, and the policies can be further improved by explicitly referencing improvements to active travel in support of sustainable mode shift.

Policies A1, A2, A5, and A6 within the 'Active' thematic policy chapter received improved scores to very positive against this objective. Policies A1 and A5, for example, have been amended to refer to integrating green and blue infrastructure to improve active travel experiences. Policy A2 now references the connection to key services and cycle parking at key destinations and Policy A6 proposes joining up neighbourhoods and improving active travel environments, which could help to improve accessibility. Despite these improvements, the policies have also retained weak scores against some criteria and residual impacts have been identified, including to make more explicit reference to coordinating with land use planning to improve active travel infrastructure, and to explore synergies with green and blue infrastructure within neighbourhoods in relation to enhancing safety of active travel routes.

Policy RR1, RR2, RR6, RR7, and RR8 under the 'Reliable and Resilient' thematic policy chapter received more positive scores against the criteria relating to promoting sustainable transport options with their additional reference to public transport enhancement, improving safety, and reducing traffic. Policy RR9 received improved scoring in relation to exploring synergies with green and blue infrastructure, as it now explicitly references them. Other policies received the same scores as previously given and residual impacts across the chapter remained the same.

The three new policies within the 'Integrated' thematic policy chapter (Policies I0, I18, and I19) received mostly positive scores due to focusing on sustainable and active travel. Scoring against this objective generally remained the same or improved. Policy I1 had a stronger alignment as it has been amended to refer to facilitating public transport use, which improves access to key destinations by sustainable transport modes. However, its weak alignment in terms of low emission vehicles has not been addressed. Policies I4 and

I5 have been amended to ensure the Weaver Network is easy to navigate and accessible, which will lead to improved access to different spaces and facilities, improving the alignment. For Policy I12, the 2025 mitigation to reference access to opportunities through sustainable transport has been addressed and therefore the scoring has increased to positive.

Policies IA3, IA5 and IA6 within the 'Inclusive and Accessible' thematic policy chapter have received improved scores through including additional reference to improving access through sustainable options, including the Weaver Network, and improving travel information and payment mechanisms to promote sustainable travel. The weaker scores for policies IA1 and IA6 remained unchanged and residual impacts have been identified, including considering the travel needs of vulnerable, at-risk groups and isolated communities to promote sustainable travel; disincentivising car use, and implementing low emission vehicle infrastructure.

Scores for policies under the 'Safe' thematic policy chapter remained unchanged. Residual impacts have been identified for Policies S2 and S3, including to make explicit reference to green and blue infrastructure and to encouraging sustainable modes as a result of improved safety levels.

The key residual impacts identified through this ISA objective that apply to the plan are as follows:

- Include reference to active travel infrastructure improvements to support sustainable mode shift;
- Consider the promotion of low emission vehicle infrastructure and include reference to charging point provision for low emission vehicles within parking spaces;
- Consider the travel needs of vulnerable, at-risk groups and isolated communities to promote sustainable travel;
- Introduce disincentivises for private vehicle use;
- Include more explicit reference to coordinating with land use planning to improve active travel infrastructure in relation to the integration of active travel; and
- Explore synergies with green and blue infrastructure within neighbourhoods in relation to enhancing safety of active travel routes.

ISA Framework Objective 11: Enhance economic prosperity and access to opportunities

Scoring for most policies under the 'Zero Emission' thematic policy chapter remained unchanged against this objective. Policy ZE2 has been amended to address the previous suggested mitigations with explicit reference to improving access to sustainable transport options, and therefore, it now scores positively.

Policies A2 and A5 within the 'Active' thematic policy chapter received improved scores as they have been amended to refer to the connection to key services and cycle parking at key destinations and the coordination with land use planning, which could promote accessibility to key sites. Policies A1 and A3, however, retained weak scores and residual impacts have been identified, including making more explicit reference to improving accessibility to key destinations and areas with high levels of unemployment in relation to encouraging active travel. Where relevant references are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.

Scoring for policies RR1, RR2, RR6 and RR7 under the 'Reliable and Resilient' thematic policy chapter have significantly improved with additional reference to public transport, network safety, and bus franchising. Policy RR3 received improved scoring in relation to accessibility to services and facilities as it now references inclusive car parking approach. Other policies received the same scores as before and residual impacts across the chapter include suggested mitigations from the previous assessment.

The three new policies within the 'Integrated' thematic policy chapter (Policies I0, I18, and I19) received very positive scores as they focus on prioritising and promoting sustainable travel, and improved bus and rail systems will increase accessibility to different spaces and facilities for employment opportunities. Scoring against this objective generally remained the same or improved for the existing policies. Scoring for Policy I1 improved as it now refers to facilitating public transport use, which will improve access to key destinations by sustainable transport modes. Policies I4 and I5 have been amended to ensure the Weaver Network is easy to navigate and accessible, which will lead to improved access to different spaces and facilities, improving the alignment. Policy I12 has seen a significant improvement in scoring, going from negative to very positive, as it has addressed mitigation focused on improving accessibility to services, facilities and amenities through sustainable transport.

Policies IA3, IA5, and IA6 within the 'Inclusive and Accessible' thematic policy chapter received improved scores through including additional reference to improving access to opportunities for employment and education and improving travel information and payment mechanisms to promote sustainable travel. Residual impacts have been identified across the policies, including considering social exclusion and the access needs of vulnerable, at-risk groups and isolated communities.

Scoring for policies under the 'Safe' thematic policy chapter remained unchanged, except for Policy S2 which received an improved score as it references implementing suitable signal timings, which will improve journey times and improve travel reliability.

The key residual impacts identified through this ISA objective that apply to the plan are as follows:

- Include explicit reference optimising potential economic outcomes through franchising public transport;
- Coordinate with land use planning to locate charging infrastructure;
- Include reference to the delivery of sustainable growth and improving accessibility in areas of deprivation and those with high levels of unemployment. Where relevant references are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy;
- Identify the link between value for money and access to opportunities; and
- Consider social exclusion and the access needs of vulnerable, at-risk groups and isolated communities, both urban and rural.

ISA Framework Objective 12: Improve health and wellbeing for all citizens and reduce inequalities in health

Scoring for policies ZE3 and ZE4 under the 'Zero Emission' thematic policy chapter remained unchanged as there are no significant amendments in relation to this objective. Policy ZE1 and ZE2 received improved scores in terms of promoting the health and wellbeing of the population with a stronger commitment on the transition to sustainable transport modes. Additionally, Policy ZE2 is recommended to be further enhanced with reference to improve active travel connectivity to support integrated local health and wellbeing improvements.

Policies A1, A2, and A5 within the 'Active' thematic policy chapter received improved scores as they have been amended to refer to inclusive and accessible facilities, the connection to key services and cycle parking at key destinations, and the coordination with land use planning and integration with blue and green infrastructure to improve active travel experiences. Policies A1, A2, A3, and A5, however, have retained some weak scores and residual impacts have been identified, including to make more explicit reference to accessibility to key destinations and potential severance issues in relation to the promotion of active travel.

Policies RR1, RR2, and RR7 under the 'Reliable and Resilient' thematic policy chapter received improved scores in terms of enhancing accessibility to key facilities and locations with their increased reference to improving safety and alignment with the public transport network. Policy RR3 added reference to inclusive car parking approach which increased its scoring in relation to promoting accessibility for vulnerable groups. Scoring for Policy RR6 against this objective has mostly improved with its reference to reducing congestion. Policies RR8 and RR9 received improved scoring in promoting the health and wellbeing of the population, as they now reference modal shift in freight and green and blue infrastructure respectively. Policies RR4 and RR5 remained unchanged. Suggested mitigations from the previous assessment are carried forward as residual impacts across the chapter.

The three new policies within the 'Integrated' thematic policy chapter (Policies I0, I18, and I19) received very positive scores as an improved bus and railway system will increase accessibility to different spaces and facilities, including active travel facilities and green infrastructure. Policy I19, however, had a weak alignment with one criterion as new rail infrastructure may result in severance issues. Scoring against this objective generally remained the same or improved for the existing policies. Policies I4 and I5 have been amended to ensure the Weaver Network is easy to navigate and accessible, which will lead to improved access to different spaces and facilities, improving the alignment. Policy I11 has been amended from negative to positive as it considers the needs of vulnerable users as part of the integrated Weaver Network. Policy I12 now references increasing accessibility to employment, housing, education, and healthcare through sustainable transport, and therefore, the scoring has increased to very positive. Policies I13 and I14 have retained their weaker alignment as they did not address mitigation to make explicit reference to ensuring new developments are accessible for everyone and how this will be achieved, and to inclusive growth and placemaking.

Policies IA3 and IA6 within the 'Inclusive and Accessible' thematic policy chapter have received improved scores as they now reference improving access for rural communities through sustainable options and further promoting sustainable travel, which will have a positive impact on health. Residual impacts have been identified across the policies, including to explicitly reference healthcare services, delivering healthy places for vulnerable and isolated groups, and the content within the West Yorkshire Streets for Everyone Strategy. For Policy IA2, it should be explicitly stated that the removal of certain types of vehicle traffic and parking does not include disabled vehicles and parking.

Scoring for policies under the 'Safe' thematic policy chapter remained unchanged, except for Policy S1, which received improved scores for taking into account vulnerable road users. A residual impact has been identified for Policy S3, which is to make explicit reference to reducing severance issues in relation to improving perceptions of safety.

The key residual impacts identified through this ISA objective that apply to the plan are as follows:

- Include explicit reference to ensuring new developments and key destinations are accessible for everyone and how this will be achieved. Where relevant references are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy;
- Include explicit reference to inclusive growth and placemaking;
- Include explicit reference to promoting access to healthcare services, delivering healthy places for vulnerable and isolated groups, and the content within the West Yorkshire Streets for Everyone Strategy;
- For Policy IA2, explicitly state that the removal of certain types of vehicle traffic and parking does not include disabled vehicles and parking; and
- Include explicit reference to reducing severance issues in relation to improving perceptions of safety and promoting active travel.

ISA Framework Objective 13: Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society

Scoring for policies under the 'Zero Emission' thematic policy chapter remained mostly unchanged as there are no significant amendments in relation to this objective. Policy ZE2 has partially addressed the suggested mitigation from the previous iteration and received

improved scores to positive regarding access to sustainable transport modes. It is recommended that the policy include explicit reference to inclusive design and consideration for deprived areas.

Policies A2, A4, and A6 within the 'Active' thematic policies chapter received improved scores as they have been amended to refer to inclusive facilities, inclusive cycle sharing, to joining up neighbourhoods.

Scoring for Policies RR1, RR6 and RR7 under the 'Reliable and Resilient' thematic policy chapter have added reference to public transport improvements which resulted in increased scoring against criteria promoting affordability, accessibility, and connectivity. Policy RR2 and RR3 also received more positive score in relation to equality and connectivity, with their reference to network safety and inclusive car parking respectively. Other policies received same scores as before and residual impacts across the chapter include suggested mitigations remained from the previous assessment.

The three new policies within the 'Integrated' thematic policy chapter (Policies I0, I18, and I19) received mostly positive scores as an improved bus and railway system will increase accessibility to opportunities. Policy I0, however, had a weaker alignment as it does not reference 'wheeling' as a sustainable alternative to travelling by car. Scoring against this objective generally remained the same for the existing policies, however this includes negative scoring. Policies I4 and I5 received positive scores as previous mitigation had been addressed. Policy I11 also saw an increase in scores as it was amended to refer to considering the needs of vulnerable users as part of the integrated Weaver Network. Scoring for policies I13, I14 and I17 remained negative as mitigation was not addressed; this includes making explicit reference to inclusive growth and placemaking, ensuring new development are accessible for everyone, and the proposed content of the urban centre movement strategies.

Policies IA3, IA5, and IA6 within the 'Inclusive and Accessible' thematic policy chapter received improved scores as they now reference improving access for rural communities to services and facilities, and access to information and ticketing. Residual impacts have been identified, including to make explicit reference to disabled and low mobility users, affordability, equality of opportunity for rural communities and deprived areas, and the use of accessible and inclusive design to remove barriers to travel. For Policy IA2, it needs to be explicitly stated that the removal of certain types of vehicle traffic and parking does not include disabled vehicles and parking.

Scoring for policies under the 'Safe' thematic policy chapter remained unchanged, except for Policy S1, which received improved scores for taking into account vulnerable road users. A residual impact has been identified for Policy S2, which is to make explicit reference to the content within the West Yorkshire Streets for Everyone Strategy, as this is yet to be adopted.

The key residual impacts identified through this ISA objective that apply to the plan are as follows:

- Improve access to information for charging infrastructure users;
- Include explicit reference to wheeling as an alternative to private car use;
- Include explicit reference to inclusive growth and placemaking, ensuring new developments are accessible for everyone, and the proposed content of the urban centre movement strategies;
- Include explicit reference to disabled and low mobility users, affordability, equality of opportunity for rural communities and deprived areas, and the use of accessible and inclusive design to remove barriers to travel;
- For Policy IA2, explicitly state that the removal of certain types of vehicle traffic and parking does not include disabled vehicles and parking; and
- Include explicit reference to the content within the West Yorkshire Streets for Everyone Strategy, as this is yet to be adopted.

ISA Framework Objective 14: Improve transport safety, reduce crime and fear of crime, and promote community safety

Scoring for policies under the 'Zero Emission' thematic policy chapter remained neutral as there are no relevant amendments to the policies against this objective. Suggested mitigation measures for Policy ZE2 from the previous iteration have been carried forward as residual impacts.

Policies within the 'Active' thematic policy chapter mostly received the same scoring as the previous assessment with limited amendments relevant to this objective. Policy A1 received improved scoring in terms of creating a more welcoming environment for active travel with its reference to integration with green and blue infrastructure. Suggested mitigations from the previous assessment remained as residual impacts across the chapter. For Policy A6, additional mitigation has been added which encourages making

explicit reference to Streets for Everyone and Vision Zero, both of which consider active travel and have a strong safety element.

Most policies under the 'Reliable and Resilient' thematic policy chapter received same scores as the previous assessment as there were limited amendments relevant to this objective. Previous suggested mitigations have also been carried forward as residual impacts. Scoring for Policy RR2 against this objective have significantly improved due to its additional reference to improving network safety. Policy RR8 also received improved scores in relation to traffic calming and road safety with its direct reference to improving safety.

The three new policies within the 'Integrated' thematic policy chapter (Policies I0, I18, and I19) received a mix of positive and neutral scores. Policy I0 scored very positively as it focuses on prioritising and promoting sustainable travel, which could be achieved through improvements to the safety. Scoring against this objective generally remained the same for the existing policies, however this includes negative scoring. Policy I5 received positive scores as consistent wayfinding will contribute to public realm improvements, ensure safe navigation and enable users to give accurate updates on their location. Policy I11 now considers the needs of vulnerable users as part of the integrated Weaver Network. Policy I8 continues to hold a weak alignment, as there is still no reference to public safety, whereas the policies aim to deliver transport hubs and interchanges that are welcoming spaces. Policy I18 also retained its negative scoring as there is no reference to the risks of vehicles, whereas the policy aims to develop a movement strategy and support the delivery of Mass Transit.

Policies within the 'Inclusive and Affordable' thematic policy chapter remained unchanged. Policies IA1, IA3, and IA6 retained their weak alignment, and residual impacts have been identified, including to make explicit reference to how safety will be embedded in transport, and safety improving freedom of movement and therefore connectivity and access to opportunities. Whilst Policy IA2 remained positive, it could still be improved by making explicit reference to 'public realm' within the policy wording. The policy could also include principles to align with the West Yorkshire Streets for Everyone Strategy as this is yet to be adopted.

Scoring for policies under the 'Safe' thematic policy chapter remained unchanged, except for Policy S1, which received improved scores by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan. Residual impacts have been identified

for Policies S1 and S2, including making explicit reference to how embedding safety in design can improve access to opportunities for all, and to the content within the West Yorkshire Streets for Everyone Strategy, as this is yet to be adopted.

The key residual impacts identified through this ISA objective that apply to the plan are as follows:

- Introduce traffic calming measures to reduce risks imposed by cars and other vehicles in residential and deprived areas;
- Include references to improving public safety at transport hubs and interchanges through public realm improvements;
- Include explicit reference to the proposed content of the urban centre movement strategies;
- For Policy IA2, explicit reference should be made to 'public realm' within the policy wording, and principles to align with the West Yorkshire Streets for Everyone Strategy; and
- Include explicit reference to how embedding safety in design can improve access to opportunities for all.

ISA Framework Objective 15: Reduce environmental impacts of transport including air, noise and light pollution

Scoring for policies under the 'Zero Emission' thematic policy chapter remained unchanged as there were no relevant amendments to the policies against this objective. Suggested mitigation measures for Policy ZE2 from the previous iteration have been carried forward as residual impacts.

Most policies within the 'Active' thematic policy chapter received same scores as the previous assessment and their suggested mitigations have been carried forward as residual impacts. Policy A1 received improved scoring against criteria in terms of environmental enhancement and active travel promotion, supported by its additional reference to improving active travel experiences through green and blue infrastructure integration.

Policies under the 'Reliable and Resilient' thematic policy chapter have made limited amendments relevant to this objective. Therefore, scoring across this chapter remained

unchanged from the previous assessment, with suggested mitigations carried forward as residual impacts.

The three new policies within the 'Integrated' thematic policy chapter (Policies I0, I18, and I19) received mostly neutral scores, however, Policy I0 scored positively as it focuses on prioritising and promoting sustainable travel which will reduce air pollution, and references measures to promote walking and cycling which could include the provision of green infrastructure. Scoring against this objective generally remained the same for the existing policies, scoring neutral. Policy I11, however, gained a positive score as it has been amended to refer to taking into account the needs of vulnerable users as part of the integrated Weaver Network. Policy I1 remained negative as it does not include measures to improve transport impacts on the local environment.

Policies within the 'Inclusive and Affordable' thematic policy chapter remained unchanged. Policies IA2 retained its weak and uncertain alignment, and residual impacts have been identified, including making explicit reference to delivering healthy places through healthier construction and operational practices.

Scoring for policies under the 'Safe' thematic policy chapter remained unchanged, except for Policy S1, which received improved scores by referencing considering vulnerable road users and designing active travel infrastructure with climate adaptation in mind.

The key residual impacts identified through this ISA objective that apply to the plan are as follows:

- Include measures to improve transport impacts on the local environment;
- Include reference to different measures that can effectively reduce specific types of pollution; and
- Include explicit reference to delivering healthy places through healthier construction and operational practices.

5. ISA Conclusions

This report has outlined part of the ISA Stage B and C process (with the exception of the Compatibility Assessment, which is subject to its own report) and work undertaken to ensure that sustainability, economic and social matters were considered in the development of the Plan. This section draws integrated conclusions from each stage of the ISA as detailed within Sections 3 and 4 of this report.

5.1 ISA of Reasonable Alternatives

The ISA of the reasonable alternatives indicate that while all three alternatives demonstrate beneficial impacts against key ISA Objectives, the balanced approach (Alternative 3) performs most effectively overall. This alternative aligns strongly with the overarching LTP objectives of boosting productivity, enabling inclusive growth, tackling the climate emergency, and improving health and wellbeing. It strongly promotes use of sustainable transport modes, enhances economic prosperity and promotes equality of opportunity.

However, a consistent challenge across all alternatives is the lack of explicit reference to climate change adaptation measures, particularly in ensuring the resilience of the transport network. Additionally, despite positive sustainability contributions, none of the alternatives sufficiently prioritise green and blue infrastructure and only one alternative (Alternative 1) prioritises circular economy principles, such as re-use and recycling.

To achieve a fully integrated and sustainable approach, it is suggested to have a greater focus on integrating green and blue infrastructure to mitigate environmental impacts, embedding climate adaptation strategies to future-proof the transport network, and increasing commitments to circular economy principles in transport asset maintenance. The balanced approach offers the most comprehensive foundation, but by incorporating these other recommendations, it is possible to further refine and strengthen the balanced approach.

5.2 ISA of Thematic Policies

5.2.1 2025 Conclusions

The proposed thematic policies for the Plan have been assessed in relation to the 15 objectives outlined in the ISA framework. In several instances, where policies have been

assessed as weak against certain objectives, this is due to the criteria being primarily addressed by a different thematic policy chapter. It should be noted that the Plan must be considered as a whole, and it is recognised that it is not desirable or practicable to have all objectives covered by every policy.

Overall, the policies performed strongly in relation to promoting a modal shift towards sustainable modes of transport, with the exception of Policies RR3 and RR8, which have the potential to increase the use of private cars and freights and could benefit from including considerations for introducing disincentives or encouraging renewable fuel usage. It is recommended that Policies IA1 and IA6 include references that promote sustainable transport to children and young people, and policies in the 'Integrated' thematic policy chapter further promote sustainable modes through enhancing green and blue infrastructure, and low emission vehicle infrastructure. Policies also generally scored well in terms of enhancing economic prosperity.

Throughout the policies, there are good references to inclusivity, such as wheeling, but the 'Inclusive and Affordable' thematic policy chapter could be enhanced by making more explicit references to how the transport network will meet the needs of specific groups, particularly vulnerable and underrepresented groups, as well as ensuring access to information for all users. The 'Safe' thematic policy chapter contribute strongly to enhancing the perceived safety for road users. However, it is recommended that all policies include more specific measures to reduce risks for vulnerable road users and reference safety in general in relation to the design and management of a resilient and secure transport network.

Where policies mention the allocation and design of infrastructure, it is recommended that they consider the specific needs of deprived and rural communities. It would also be beneficial for the policies to support the minimisation of transport impacts on specific designations, including mineral safeguarding areas, designated landscapes and buildings, and public rights of way. More opportunities could be explored for synergies with land use planning to identify the best locations to improve the connectivity to services and employment opportunities. Reference to land use, including encouraging the use of previously developed land, will be particularly relevant to policies under the 'Reliable and Resilient' and 'Integrated' thematic policy chapters.

Climate change adaptation is considered a key measure for managing the transport network in the foreseeable future and is of particular relevance to the 'Reliable and

Resilient’ and ‘Safe’ thematic policy chapters. Policies S1, S3, and S5 in the ‘Safe’ chapter scored positively as they focus on improving safety and security through design, infrastructure, and service interventions, which could include climate mitigation and adaptation. The policies, however, could be enhanced by making more explicit reference to climate resilience in the policy wording. Although a number of policies also show strong support in addressing air quality or reducing the environmental impacts of transport, either directly or indirectly, it is recommended that more mitigation and adaptation measures be considered for other climate change aspects, such as flood risks, waste management, and supporting schemes for all users during extreme weather events. Specifically, these measures could be further addressed in Policies A1, A2, A6 in the ‘Active’ chapter and Policies RR1, RR2, RR6, RR8, and RR9. Where policies raise the need for the construction of new transport infrastructure, it is recommended that they consider incorporating sustainable and resilient drainage systems as well as reducing the use of impermeable hard surfacing. The policies could also explore more synergies with green and blue infrastructure to mitigate the impact of transport on the environment and encourage active travel, which also promotes the health and safety of local communities.

Finally, it is also noted that unadopted plans, such as the West Yorkshire Streets for Everyone Strategy and the Leeds City Centre Movement Strategy, have been repeatedly mentioned in policies. The policies could be made clearer by including the specific aims proposed that are relevant to the strategy in order to meet the objectives. Specifically, Policies S2, IA2, I17 and A1 could be enhanced to provide more explicit contributions towards the objectives.

It is noted that there are interrelationships between the ISA objectives, particularly where the thematic policies are concerned. These have been drawn out in the summaries and recommendations where relevant.

5.2.2 2026 Conclusions

Following LTP public consultation and LTP amendments to the draft policies, the updated thematic policies have been reassessed against the same 15 ISA objectives. This includes three new policies added to the previous draft under the ‘Integrated’ thematic policy chapter, which provides further support for a shift to sustainable transport modes. Overall, the scoring for the policies has improved, although some remained neutral or showed weaker alignment with the ISA objectives. This reflects the fact that the Plan must be read as a whole, and it is not desirable or practicable to have all objectives covered by every policy.

The refined policies maintain a strong focus on promoting sustainable modal shift, with a significantly increased emphasis within the 'Zero Emissions' and 'Reliable and Resilient' thematic policy chapters. The expanded reference to relevant measures further supports air quality improvements and climate change adaptation. However, it is recommended that more explicit reference to disincentives for private car use be included. Notably, Policies ZE2 and RR9 received improved scores across a range of objectives with their additional reference to nature protection and climate change adaptation and mitigation measures. Policy ZE2 is further recommended to incorporate targets set in the World Health Organisation (WHO) Global Air Quality Guidelines to achieve more desirable air quality outcomes.

Similarly, the 'Integrated' thematic policy chapter placed greater emphasis on prioritising public transport modes, supported by increased reference to bus franchising and the delivery of rail and mass transit. The three new policies under 'Integrated' all relate to prioritising sustainable transport modes and promoting bus franchising and rail. This resulted in indirect effects in improving accessibility and connectivity, air quality, and environment enhancement. However, it is considered that the chapter could give further attention to avoiding and protecting designated habitats and important sites, and more specifically reference minimising emissions and promoting resource efficiency when developing new infrastructure.

The policy updates demonstrated increased awareness of incorporating climate change adaptation and mitigation measures into the design process, most explicitly referenced within Policies S1, I1, IA2, and RR9. However, more consideration could be given to adaptation measures for extreme weather events, especially for active travel users. It is also recommended that more consideration be given to measures that enhance the resilience of the transport network across the Plan, including flood risk management considerations in infrastructure design, such as incorporating sustainable drainage systems and minimising the use of impermeable hard surfaces.

Some policies have been amended to strengthen reference to inclusivity, but further consideration could be given to designing for the needs of specific vulnerable and at-risk groups, areas of high unemployment, and rural communities. For example, Policies IA2 and RR4 are recommended to explicitly state that the removal of certain types of vehicle traffic and that parking does not apply to disabled vehicles and parking. An additional reference to the Weaver Network across the Plan implies an integrated transport system that enables modal shift, which aligns with objectives promoting sustainable transport

options and improving health and wellbeing of the local population. However, some reference to specific types of transport options have been removed which may reduce clarity in policy wording.

Additionally, the revised policies included increased reference to coordination with land use planning, explicitly reflected in Policy A5, along with new references to integrating with green and blue infrastructure to enhance active travel experiences in Policies A1 and A5. Across different chapters, it is recommended that further reference be made to the design of green and blue infrastructure, including considerations for connectivity, biodiversity, and surrounding safety. Policies I12, A2, IA3, and IA6 are also strengthened through explicit reference to improving connections to services and opportunities for employment, housing, healthcare, education, and leisure, supporting more positive scoring against various objectives. However, the policies could include additional reference to encouraging the use of previously developed land when building new infrastructure.

In addition to the above, suggested mitigations from the 2025 assessment remained partly unresolved in this iteration as residual effects. This generally related to including more explicit reference to the protection and enhancement of specific features, including natural habitats and designated sites, heritage assets, mineral safeguarding areas, and PRow. Clarity with reference to other policy documents, including the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, LCWIP ambition, and urban centre movement strategies, has been recommended, and content relevant to the LTP policy should be drawn out and incorporated directly into the policy wording.

5.3 ISA of Infrastructure Intervention Types

The ISA of infrastructure intervention types demonstrates strong performance in key ISA topic areas such as reducing greenhouse gas emissions from transport, promoting sustainable modes of transport, enhancing economic opportunities, and improving equality of opportunity. However, there remains weak alignment related to increasing resilience to climate change and promoting sustainable and circular waste management practices, for instance.

‘Infrastructure improvements’ (Type A) shows significant benefits in reducing emissions and promoting sustainable modes of transport but would benefit from stronger integration of green and blue infrastructure to address environmental impacts and enhance the natural environment. Additionally, climate resilience and circular waste management could be incorporated to enhance long-term sustainability of this infrastructure intervention type.

Similarly, 'Policy and regulation measures' (Type B) performed well in promoting sustainable transport but would benefit from explicit measures to integrate climate adaptation strategies and equitable transport development.

'Maintenance and asset management' (Type C) performed strongly against reducing emissions from transport and promoting sustainable transport and equality of opportunity, but presented uncertainties in local air quality impacts. Potential mitigation includes a focus on sustainable asset management, climate change adaptation measures, and active travel infrastructure enhancements. 'Transport service improvements' (Type D) demonstrated strong alignment with air quality and environmental impact reduction objectives. However, addressing light pollution could be included as an environmental mitigation measure to strengthen this infrastructure intervention type.

'Behaviour change, engagement, education and consultation' (Type E) performed strongly against promoting sustainable modes of transport, but incorporating climate change adaptation measures into these initiatives will further enhance their sustainability and impact. 'Data, technology and innovation' (Type F) contribute positively to objectives concerning promotion of sustainable transport, accessibility and equality. However, this infrastructure intervention type could also incorporate measures for emissions reduction, environmental impact mitigation, and safety improvements to further enhance these infrastructure interventions.

'Cross-cutting and enabling interventions' (Type G) demonstrated strong alignment across multiple ISA objectives, particularly in enhancing biodiversity, increasing climate resilience and promoting equality of opportunity. However, further emphasis on soil conservation, water environment enhancement and contaminated land remediation would enhance the sustainability of this infrastructure intervention type.

Moving forward, the development of these infrastructure intervention types within the LTP Implementation Plan should seek to take a holistic and integrated approach that strengthens climate resilience, environmental protection and social equity to ensure that transport infrastructure and relevant interventions contribute to a more sustainable and inclusive future.

6. Next steps: Monitoring

Monitoring of the Plan will be completed post-adoption, in accordance with the SEA Directive and Regulation 17 of The Environmental Assessment of Plans and Programmes Regulations 2004. It requires the person by whom the plan or programme was prepared to monitor with a view to identifying, at an early stage, unforeseen adverse effects, and being able to undertake appropriate remedial action. This ISA has set up a framework against which monitoring could be undertaken. It will enable any unexpected adverse effects due to implementation of the Plan to be identified and potential mitigation options explored. The monitoring arrangements can be set out in the Post-Adoption Statement.

A.1 Equality Impact Screening Statement

West Yorkshire Combined Authority

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

Appendix: Equality Impact Screening Statement

Reference: Final

V3 | 2 February 2026

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1. Introduction

This statement describes the process and findings of the Equality Impact Screening which is an integral element of the ISA of the Mayor's West Yorkshire Local Transport Plan ('the Plan'). The Equality Impact Screening for the Plan is not a separate process and has been embedded within the ISA and its objectives. However, for transparency and clarity, this separate statement on the Equality Impact Screening is provided as an appendix to the full ISA.

1.1 Background

As detailed in Section 3.2.2 of the ISA Main Report, the Equality Act imposes a duty on public bodies that shape policy, deliver services and/or employ people. The duty requires public bodies to:

- Have due regard to the need to eliminate discrimination;
- advance equality of opportunity; and
- foster good relations between different people when carrying out their activities.

The ISA considers, in its scope, the likely effects on discriminatory practices; the potential to alter the opportunities of certain groups of people; and/or effect on relationships between different groups of people. In order to understand which groups of people (or individuals), may suffer discrimination, the Equality Act sets out a series of "protected characteristics":

- Age;
- Disability;
- Gender Reassignment;
- Marriage and Civil Partnership;
- Pregnancy and Maternity;
- Race;
- Religion or Belief;
- Sex; and
- Sexual Orientation

The Equality Impact Screening is designed to ensure that discrimination does not occur in the drawing up of plans and policies, and that such plans or policies meet the requirements of equality legislation in the UK, most notably the Equality Act 2010. It is being used as part of the ISA to add value and depth to the assessment process.

It should be noted that the Equality Impact Screening element of the ISA seeks to not only avoid/mitigate negative impacts on equality but is also focused on enhancing the Plan's objectives and policies in relation to equality matters. As such, the ISA goes beyond the minimum requirements of assessing impacts in line with the Equality Act 2010, but also provides a holistic assessment of equality, diversity and health and wellbeing (an important factor in determining equality) and embeds this within the ISA framework and throughout the assessment of the iterations of the draft Plan.

1.2 Purpose of the Equality Impact Statement

The purpose of this Equality Impact Statement is to outline how due regard has been given in the full ISA to the potential effects of the proposed policies and strategy on the protected characteristics or persons identified under the Equality Act, but also looking at equality issues more holistically (as explained above). This Statement is structured to demonstrate compliance with the requirements of the Equality Act 2010. It includes the following sections:

- Section 2: Summary of requirements of Equality Act 2010;
- Section 3: Description of Equality Impact Screening methodology;
- Section 4: Results of Equality Impact Screening; and
- Section 5: Summary and conclusions.

2. Requirements of the Equality Act 2010

The Equality Act (2010) came into effect in October 2010 with the aim of harmonising all current discrimination law and strengthening the laws that prevent discrimination. It applies to the provision of services and public functions and includes the development of local authority policies and plans. The Act maintains the protection provided by previous legislation and therefore prevents discrimination on the basis of nine protected characteristics: age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; and sexual orientation.

Inequality can exist in a number of forms and with regards to spatial planning, this can include inadequate provision of, and access to services (e.g. health, food stores, and education facilities), good quality housing, employment opportunities, a healthy living environment and transport infrastructure for all members of society.

The Equality Act 2010 does not outline how public authorities should assess the effects on equality of new policies and programmes, but doing so is an important part of complying with the general duty. The approach in this report reflects the principles of the Equality Framework for Local Government¹.

An EqlA seeks to improve the work of local authorities and ensures that the policies and plans it develops do not discriminate in the manner in which they provide services and employment. EqlA also aims to ensure that local authorities do all they can to advance equality of opportunity between the people who do, and the people who do not share a relevant protected characteristic.

¹ Equality and Human Rights Commission (2009). Equality Impact Assessment Guidance.

3. Methodology of the Equality Impact Screening

3.1 Key Stages of the Equality Impact Screening

The methodology adopted for the Equality Impact Screening of the draft Plan involves two principal stages. Stage 1 is the Equality Impact screening, with stages as follows:

- Identification of the purpose/aims of the strategy/plan;
- Identification of other plans/policies/strategies that relate to the strategy/plan in relation to equality;
- Summarise baseline information on equality issues; and
- Assess the impacts of the strategy/plan on protected characteristics or persons.

The steps within Stage 2 include:

- Gathering of any additional baseline information;
- Agreement of scope with wider stakeholders as necessary;
- Detailed assessment of strategy/plan; recommendations for mitigation; identification of monitoring measures for implementation; and
- Reporting of screening results, further consultation as necessary and finalise based on responses.

3.2 Equality Impact Screening

The Screening stage has been split into four tasks as set out below.

Task 1: Identification of the vision and objectives of the Plan

The following questions were used as part of this task:

- What are the main visions, objectives and outcomes of the Plan and its policies?
- Who will implement the Plan's policies?
- Who will be affected by the Plan's policies?

Task 2: Description of other plans, programmes and strategies related to or used to develop the Plan

This identified relevant documents that relate to the development of the Plan in relation to equality. This task was completed as part of the ISA Scoping stage and detailed in the ISA's Scoping Report.

Task 3: Review baseline data

This involves identifying relevant data on equality issues across West Yorkshire's geography. This task was completed as part of the ISA Scoping stage and detailed in the ISA's Scoping Report.

Task 4: Screening

This task brings together information gained at Tasks 1-3 to support a screening conclusion, which is embedded within the ISA Scoping and Assessment process. The screening uses the ISA scoring categories used across the ISA, shown in Table 1, and is informed by the following questions:

- Will the policy have a negative impact on the protected characteristic or person?
- How can the identified negative impact be avoided or mitigated?
- How can identified positive impacts be enhanced?
- Is monitoring of the issue during implementation required?

This screening focuses on the protected characteristics identified in the Equality Act. The wider EqIA assessment has been embedded into the full ISA. The ISA Framework includes a specific EqIA Objective: “Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society.”

Table 1: Assessment Key

Score	Assessment Description
++	Very positive effect
+	Positive effect
?	Uncertain
-	Negative effect
--	Very negative effect
O	Neutral/no effect

4. Results of the Equality Impact Screening

Tasks 1 to 3 below formed part of the scoping stage for the ISA. This ensured that equality issues were embedded into the ISA from the outset. For completeness, the tasks are summarised here.

4.1 Task 1: Identification of the vision and objectives of the Plan

4.1.1 What are the main visions, objectives and outcomes of the Plan and its policies?

The Local Transport Plan sets out how transport will play its part in achieving the missions of the West Yorkshire Plan and in supporting the ambitions set out in the West Yorkshire Local Growth Plan and Climate and Environment Plan. Its vision is: “for a leading transport network for West Yorkshire: benefitting people, places and our planet by embedding sustainable transport choices to enable the economy to grow”.

To reflect West Yorkshire’s diverse people, places, and the scale of the transport challenges it faces, West Yorkshire Combined Authority (WYCA) has developed the Plan with six key principles in mind: safe, inclusive and affordable, zero-emission, reliable and resilient, active, and integrated. These principles underpin the strategy and articulate the policies.

To support and achieve the overarching objectives of the Plan, and ensure the delivery of a transport network that offers outstanding access to opportunity across the region, five key elements have been identified as fundamental components of the strategy:

- Inclusive, reliable, attractive bus services, delivered through bus franchising;
- Reliable and accessible rail services;
- A mass transit system, with Phase 1 providing tram services in Leeds and Bradford;
- An expanded active travel network, enabling more people to walk, wheel and cycle for their journeys; and
- Integration across public transport and active travel.

The strategy will support achieving the following four objectives, which underpin the LTP vision:

- Boosting productivity;
- Enabling inclusive growth;
- Tackling the climate emergency; and
- Improving health and wellbeing.

Following consultation and WYCA governance approval, the intention is to adopt the final Plan in 2026. Once adopted, it will form a key policy document for all of the local transport authorities and relevant organisations within the plan area.

The Plan also includes Thematic Policy Chapters which mirror the six key principles outlined above.

These policies have been assessed as part of the ISA process. The methodology, results and conclusions are outlined within the ISA Main Report and Appendices.

4.1.2 Who will implement the Plan policies?

WYCA, along with delivery partners, will implement the Plan. Once the Plan is adopted, WYCA will work collaboratively with delivery partners and relevant organisations to support the delivery of the vision and ambitions outlined within the Plan for transport infrastructure across West Yorkshire.

4.1.3 Who will be affected by the Plan policies?

The Plan applies to the WYCA area consisting of five local authority areas, including Bradford, Calderdale, Kirklees, Leeds, and Wakefield. It will affect people living, working and visiting this area.

4.2 Task 2: Description of other plans, programmes and strategies related to or used to develop the Plan

A list of plans, programmes and strategies that are most directly related to the Plan in relation to equality issues are provided within the Scoping Report appendix, with key themes for the ISA drawn out in the Scoping Report. The relevant plans include the following.

4.2.1 International

- EU Employment Equality Framework (2000)
- EU Race Equality Framework (2000/43/EU)
- UNECE Convention on Access to Information, Public Participation in Decision-Making and Access to Justice in Environmental Matters (Aarhus Convention) (1998)
- WHO National Programmes for Age Friendly Cities and Communities Guide (2023)

4.2.2 National

- A Sure Start to Later Life: Ending Inequalities for Older People – A Social Exclusion Unit Final Report (2006)
- Building a Society for all Ages (2009)

- Disability Discrimination Act (2005)
- Equalities Review (2007)
- Equality Act (2010)
- Equality Framework for Local Government (2021)
- Every Child Matters (2003)
- Older People: Their Transport Needs and Requirements (DfT, 2001)
- Public Sector Equality Duty (Equality Act 2010)
- Race Relations (Amendment) Act (2011)
- Tackling Health Inequalities: A Programme for Action (2003)
- Transport and Inequality: An Evidence Review for the Department of Transport (2019)

4.2.3 Regional

- TfN Connecting Communities: Socially Inclusive Transport Strategy for the North of England (2023)
- TfN Strategic Transport Plan: People and Place Framework (2024)
- TfN: Transport and social exclusion in the North in 2023/24
- The Mayor of West Yorkshire's Safety of Women and Girls Strategy
- West Yorkshire Draft Inclusive Growth Framework
- West Yorkshire Equity, Diversity, and Inclusion Plan 2022 – 2025 (2022)
- West Yorkshire Equity, Diversity, and Inclusion Report 2023/2024 (2024)

4.2.4 Local

- Bradford Children and Young People's Strategy 2023 to 2025
- Bradford Equality Objectives and Equality Plan 2021-2025 (2021)
- Calderdale Equality Duty Report (2024)
- Kirklees Inclusion and Diversity Annual Report 2022/2023 (2023)
- Kirklees Social Value Policy (2022)
- Leeds Equality, Diversity and Inclusion Annual Report (2023)
- Wakefield Equality, Diversity and Inclusion Policy and Action Plan (2022)
- Wakefield Equality, Diversity and Inclusion Annual Report 2022-2023 (2023)

4.3 Task 3: Review Baseline Data

The ISA Scoping Report, which was drafted in 2024, details the population and demographic baseline and trends for the five local authorities comprising the West Yorkshire geography. This should be referred to for data related to many of the Equality

Act 2010 protected characteristics. Please note that it was not possible to readily obtain data at the local authority level for all protected characteristics. This is not considered to be a significant limitation to the Equality Impact Screening process given the city-region scale at which policies apply and that the assessment is based on the nature (positive, negative, neutral or uncertain) of the effect. This baseline review was shared and consulted with relevant organisations and stakeholders across the plan area as the ISA Scoping stage.

4.4 Task 4: Screening

This section summarises the Equality Impact Screening, including new and amended policies following consultation on the draft LTP in 2025. The tables associated with this assessment are contained within Appendix A.1 of this report.

There have been improvements to ISA policies which seek to enhance equality across West Yorkshire. Whilst the updated 2026 position is outlined in detail as an integral part of the ISA Main Report, the following summarises a number of the key changes (however, this is not an exhaustive list).

4.4.1 Thematic Policies

The Plan has six thematic chapters which cover a wide range of topics, including Safe; Inclusive and Affordable; Zero Emission; Reliable and Resilient; Active; and Integrated. Given their strategic nature, they do not tend to focus on protected characteristics. The majority of the policies therefore are expected to have a neutral effect against the protected characteristics.

A number of policies within the Plan, however, have received positive scores against Objective 13: “Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society.”

Under the Zero Emission chapter, policies scored positively against the age, disability, pregnancy and race characteristics, as these groups are more vulnerable and therefore will be more impacted by these policies. Policy ZE2 scored very positively as it references reducing the harmful impacts of transport on groups most at risk.

Policies related to the Active thematic chapter generally scored positively in terms of age and disability, particularly as they make good reference to wheeling as part of active travel and providing infrastructure to support this. Policies A2, A4 and A6 scored positively across all protected characteristics, having specifically used ‘inclusive and accessible’ in their policy wording.

The Integrated chapter sets out to join up ways to travel whilst enhancing services, timetables, tickets, fares, and information, and scored positively against the protected characteristics. Policy I1 states that transport interchanges will be welcoming spaces, accessible for all, and Policy I2 references improving access more generally. Policy I3 will ensure consistency in branding and marketing to improve recognisability, and Policy I5 will enhance wayfinding to ensure the system is legible for everyone. Policy I4 states that it will improve travel confidence and ensure help is available in an accessible and inclusive way. Policy I7 states that the fares and ticketing offer will be reflective of diverse passenger needs and represent value for money. Policies I11 and I12 scored highly as they reference considering the needs of vulnerable users and increasing accessibility to housing, employment, education, and healthcare. Policy I14 also states that new developments will be made accessible. Policy I0, however, a new policy in 2026 on prioritising sustainable alternatives to travel by car, scored negatively against the age and disability protected characteristics, as whilst it references walking and cycling, it fails to consider wheeling. The policy could therefore be enhanced by making explicit reference to wheeling as an alternative to travelling by car.

The Inclusive and Affordable chapter concerns creating a welcoming network that provides opportunities for all, removes disadvantages, and has affordable fares and tickets. Policies IA1 and IA3 focus upon connecting communities and improving access to services and opportunities, specifically for isolated urban and rural communities that may experience lower levels of connectivity. Policy IA2 states that high quality and healthy places will be delivered through the development of the West Yorkshire Streets for Everyone Strategy. Policy IA5 on Removing Barriers to Accessing our Network states that the transport network will be made accessible through new schemes and enhancing existing infrastructure, ensuring no one is excluded. Similarly, Policy IA4 also seeks to reduce transport related social exclusion. Policy IA6 will ensure that the transport network meets the needs of children and young people, enabling access to education, and promoting independent travel.

The 'Safe' thematic chapter has strong alignment due to referencing the provision of wheeling infrastructure, achieving equitable mobility, and ensuring safety for 'all users' with a particular focus on vulnerable road users and those groups most at risk.

Under the Reliable and Resilient chapter, Policy RR1 seeks to improve bus reliability and journey times, in line with the West Yorkshire Streets for Everyone Strategy (although this is yet to be adopted). Policies RR2 and RR8 reference improving safety, allowing for

positive scoring across the protected characteristics. Policy RR3 also states that it will develop an inclusive, fair and equitable place-based approach to car parking. 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. Policy RR7 scored positively as it aims to ensure the accessibility of public transport.

A number of the thematic policies have been strengthened in response to the 2025 ISA or following consultation on the draft LTP in 2025. Those particularly relevant to equality are summarised below:

- Policies S1 and I11 now take into account the needs of vulnerable road users;
- Policy S2 now references signal timings, which will improve the freedom of movement for older people, disabled people or those with low mobility, and pregnant people;
- Policy IA3 now references improving access to services and opportunities, as well as referencing the Streets for Everyone Strategy;
- Policy A2 has been strengthened by including reference to inclusive and accessible facilities;
- Policy A4 states that it will promote cycling in an accessible and inclusive way;
- Policies RR2 and RR8 have been enhanced by referencing improving safety;
- Policy RR3 now references taking an inclusive approach to car parking;
- Policy RR7 now references ensuring the accessibility of public transport;
- Policy I2 states that it will improve access to the park and ride;
- Policy I4 now states that it will provide access to information in an inclusive and accessible way; and
- Policy I12 has been enhanced by referencing increasing accessibility to housing and employment, as well as education and healthcare facilities.

Three new policies have been added to the Plan since the first iteration of the ISA in 2025; these were included in the LTP consultation but were not included in the pre-consultation assessment. Policy I0 had a weak alignment against the age and disability protected characteristics, as it references different types of sustainable and active travel, including

walking and cycle, but does not reference wheeling. Policies I18 and I19, on bus franchising and strategic rail, scored neutral.

For the full screening, please refer to Appendix A.1.

4.5 Residual recommendations from the 2025 ISA

The recommendations outlined in the 2025 ISA have been reviewed again in 2026, following LTP consultation and amendments to the draft LTP policy, and some are still considered beneficial for strengthening policy against the objectives and continue to be pertinent to the Equality Impact Screening. These residual recommendations are outlined below.

Policies within the 'Integrated' chapter could be enhanced through explicitly referencing improving connectivity to the most deprived areas, improving the travel confidence of disabled people and those with low mobility, inclusive growth and access to opportunities for all, and affordability across sustainable modes.

The 'Inclusive and Affordable' chapter could be strengthened by ensuring the needs of disabled and low mobility users of the network are considered, particularly through the delivery of car parking, as well as the needs of younger travellers. Reference to connecting rural areas through affordability and accessibility could also enhance policy, specifically Policy IA3.

The policies within the 'Reliable and Resilient' Chapter could be improved by referencing the needs of deprived areas and vulnerable groups, ensuring the needs of disabled and low mobility users are considered in the delivery of car parking, and the connectivity between spaces when reallocating road space.

Policy S2 within the 'Safe' chapter could be enhanced by making explicit reference to the content within the West Yorkshire Streets for Everyone Strategy, as this is yet to be adopted.

Within the 'Active' chapter, particularly Policy A1, there could be more explicit reference to inclusive design and accessibility in relation to the promotion of active travel. Where relevant references are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy. The policies could also be enhanced by referencing inclusive design in relation to the active travel network, considering the needs of vulnerable groups, and ensuring accessibility within and to more deprived areas.

The 'Zero Emission' chapter could be enhanced by referencing the promotion of inclusive design, access to active travel and sustainable transport in deprived areas and improving access to information in relation to implementing charging infrastructure.

For the full assessment of thematic policies, please refer to Appendix A.3 in the Main Report.

5. Conclusions

The Plan sets out the proposed approach that the Combined Authority will take towards transport development across West Yorkshire. The development of the Plan has been influenced by a number of other plans, programmes and assessments that relate to the protected characteristics or persons under the Equality Act 2010. EqlA considerations have been included within the ISA objectives and throughout the Integrated Sustainability Appraisal of the Plan.

It is important to note that a number of the policies in the screening table are scored as having a neutral impact against the protected characteristics. This is due to the holistic, strategic nature of the plan with the delivery partners and transport authorities providing further detail in the future regarding the design and implementation of transport schemes within the plan area as appropriate.

The assessment, which was integral to the ISA and summarised within this Equality Impact Statement, has found that the Plan is unlikely to have negative effects on protected characteristics or persons identified under the Equality Act 2010, and as a result, an independent EqlA has not been deemed necessary. Additionally, LTP Implementation Plans will be developed by the Combined Authority, which will contain greater detail on proposed schemes to implement the policies; these will be subject to more detailed assessment. EqlA considerations have been included within the ISA objectives as part of the Integrated Assessment of the Plan.

From this, it can be concluded that the plan overall provides a strong policy basis with regard to equality for future growth and transportation infrastructure planning within the plan area.

A.1 Equality Impact Screening of Thematic Policies

Policy Reference	Policy	Protected Characteristics								
		Age	Disability	Gender Reassignment	Marriage and Civil Partnership	Pregnancy and Maternity	Race	Religion or Belief	Sex	Sexual Orientation
Thematic Chapter: Safe										
S1	Embedding safety in design	++	++	+	+	++	+	+	+	+
S2	Time and space to move freely	++	++	++	+	++	++	++	++	++
S3	Improved perceptions of safety	+	+	++	+	++	++	++	++	++
S4	Deliver vision zero	+	+	+	+	+	+	+	+	+
S5	Personal safety and security	+	+	++	+	++	++	++	++	++
Thematic Chapter: Inclusive and Affordable										
IA1	Connecting isolated urban communities	+	+	+	+	+	+	+	+	+
IA2	Delivering high quality and	+	+	+	+	+	+	+	+	+

Policy Reference	Policy	Protected Characteristics								
		Age	Disability	Gender Reassignment	Marriage and Civil Partnership	Pregnancy and Maternity	Race	Religion or Belief	Sex	Sexual Orientation
	healthy places for people									
IA3	Connecting rural areas	++	++	++	++	++	++	++	++	++
IA4	Affordable fares and tickets	+	+	+	+	+	+	+	+	+
IA5	Removing barriers to accessing our network	++	++	+	+	+	+	+	+	+
IA6	Transport for children and young people	++	+	+	+	++	+	+	+	+
Thematic Chapter: Zero Emission										
ZE1	Zero-emission public transport	+	+	O	O	+	+	O	O	O
ZE2	Reducing the harmful impacts of transport	++	++	O	O	++	++	O	O	O
ZE3	Alternative fuels	O	O	O	O	O	O	O	O	O
ZE4	Charging infrastructure	+	+	O	O	+	+	O	O	O

Policy Reference	Policy	Protected Characteristics								
		Age	Disability	Gender Reassignment	Marriage and Civil Partnership	Pregnancy and Maternity	Race	Religion or Belief	Sex	Sexual Orientation
Thematic Chapter: Active										
A1	Active travel as the natural choice for shorter journeys	+	++	O	O	O	O	O	O	O
A2	Integrating active travel	++	++	+	+	+	+	+	+	+
A3	Encouraging walking, cycling and wheeling	+	++	O	O	O	O	O	O	O
A4	Access to cycles	+	+	+	+	+	+	+	+	+
A5	Extending our active travel network	+	++	O	O	O	O	O	O	O
A6	Connected and safe neighbourhoods	+	++	+	+	+	+	+	+	+
Thematic Chapter: Reliable and Resilient										
RR1	Reallocating space for public transport priority	++	++	+	+	++	+	+	++	+

Policy Reference	Policy	Protected Characteristics								
		Age	Disability	Gender Reassignment	Marriage and Civil Partnership	Pregnancy and Maternity	Race	Religion or Belief	Sex	Sexual Orientation
RR2	Network management	+	+	+	+	+	+	+	+	+
RR3	Destination parking	++	++	+	+	++	+	+	+	+
RR4	On street car parking	?	?	O	O	O	O	O	O	O
RR5	Improving digital connectivity	O	O	O	O	O	O	O	O	O
RR6	Urban Traffic Management Control	O	O	O	O	O	O	O	O	O
RR7	Key Route Network	+	+	O	O	+	O	O	O	O
RR8	Sustainable freight and logistics	+	+	+	+	+	+	+	+	+
RR9	Asset management and resilience	O	O	O	O	O	O	O	O	O
Thematic Chapter: Integrated										
I0	Prioritising sustainable	-	-	O	O	O	O	O	O	O

Policy Reference	Policy	Protected Characteristics								
		Age	Disability	Gender Reassignment	Marriage and Civil Partnership	Pregnancy and Maternity	Race	Religion or Belief	Sex	Sexual Orientation
	alternatives to travel by car									
I1	Investment in transport interchanges	+	+	+	+	+	+	+	+	+
I2	Park and ride	+	+	O	O	+	O	O	O	O
I3	Consistent branding and marketing	+	+	O	O	O	O	O	O	O
I4	Customer service and travel information	+	+	+	+	+	+	+	+	+
I5	Enhanced wayfinding	++	++	+	+	+	+	+	+	+
I6	Taxi and private hire vehicles	+	+	O	O	O	O	O	O	O
I7	Integrated fares and tickets	++	++	+	+	+	+	+	+	+
I8	Shared transport	O	O	O	O	O	O	O	O	O
I9	Network integration	O	O	O	O	O	O	O	O	O

Policy Reference	Policy	Protected Characteristics								
		Age	Disability	Gender Reassignment	Marriage and Civil Partnership	Pregnancy and Maternity	Race	Religion or Belief	Sex	Sexual Orientation
I10	Mass transit	O	O	O	O	O	O	O	O	O
I11	Mass transit Phase 1 Delivery	++	++	++	++	++	++	++	++	++
I12	Transport and land use planning	+	+	+	+	+	+	+	+	+
I13	Transit-oriented development	O	O	O	O	O	O	O	O	O
I14	Delivering sustainable development	O	++	O	O	O	O	O	O	O
I15	Future mobility and technology	O	O	O	O	O	O	O	O	O
I16	Workplace Parking Levy	O	O	O	O	O	O	O	O	O
I17	Leeds City Centre Movement Strategy	O	O	O	O	O	O	O	O	O
I18	Bus Franchising	O	O	O	O	O	O	O	O	O
I19	Strategic Rail	O	O	O	O	O	O	O	O	O

A.2 Assessment of Reasonable Alternatives

Reasonable Alternative	1. Business-as-usual							
Ref	Objective	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Explanation Against Objective	Mitigation/Enhancement
1	Protect and enhance local air quality	+	+	+	I	P	The alternative has positive effects as it makes direct reference to investment in high quality public transport and supporting active travel use, which will enhance air quality.	None identified
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	o	o	o	I	P	The alternative has neutral effects as there is no reference to biodiversity or geodiversity, however the alternative is focused on tackling the climate emergency through electrification and re-use and recycling of materials.	Alternative could make more explicit reference to enhancing biodiversity through integration of green and blue infrastructure into transport and active travel improvements.
3	Reduce greenhouse gas emissions from transport	+	+	+	D	P	The alternative has positive effects as it makes direct reference to the decarbonisation of the network based primarily on electrification.	Alternative could make more explicit reference to zero carbon public transport, active travel provision, a focus on local journeys, and supporting new fuels.
4	Increase resilience of the transport network to climate change and associated extreme weather events	-	-	-	D	P	The alternative has negative effects as there is no reference to climate change adaptation, other than decarbonisation, however the alternative is focused on physical improvements and could result in negative climate impacts.	Alternative could make explicit reference to climate change mitigation and adaptation measures to ensure resilience of the physical improvements.

5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	+	+	+	D	P	The alternative has positive effects as it makes direct reference to maximising re-use and recycling of materials in the renewal and maintenance of transport assets.	None identified
6	Protect and enhance the water environment	o	o	o	I	P	The alternative has neutral effects as there is no reference to the water environment, however the alternative is focused on tackling the climate emergency through electrification and re-use and recycling of materials.	Alternative could make more explicit reference to enhancing the water environment through integration of green and blue infrastructure into transport and active travel improvements.
7	Conserve soil resources and quality and seek to remediate contaminated land	o	o	o	I	P	The alternative has neutral effects as there is no reference to soil resources or contaminated land, however the alternative is focused on tackling the climate emergency through electrification and re-use and recycling of materials.	None identified
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	o	o	o	I	P	The alternative has neutral effects as there is no reference to heritage assets, however the alternative is focused on public realm improvements in town and city centres.	None identified
9	Protect and enhance the character and quality of landscape and townscape	+	+	+	D	P	The alternative has positive effects as it makes direct reference to public realm improvements in town and city centres.	None identified
10	Promote sustainable modes of transport, including public transport and active travel	+	+	+	D	P	The alternative has positive effects as it makes direct reference to public realm improvements in support of cycling and walking, as well as shared cycle schemes in districts.	Alternative could make more explicit reference to implementing shared cycling schemes across all of West Yorkshire and investment into active travel networks.

11	Enhance economic prosperity and access to opportunities	+	+	+	D	P	The alternative has positive effects as it makes direct reference to supporting economic growth of major urban centres and improved orbital routes.	Alternative could make more explicit reference to implementing multi-modal door-to-door journeys to increase access to opportunities.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	+	+	+	I	P	The alternative has positive effects as it makes direct reference to prioritising access to town centres, local services and the public transport network as well as shared cycle schemes in districts.	Alternative could make more explicit reference to implementing shared cycling schemes across all of West Yorkshire as well as access to vital health facilities in local communities.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	+	+	+	D	P	The alternative has positive effects as it focuses on improvements to public realm and making transport facilities attractive for young, old, vulnerable and disabled people.	Infrastructure type could make more explicit reference to design standards for accessibility and improvements of physical transport infrastructure for isolated communities and rural areas.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	+	+	+	D	P	The alternative has positive effects as it makes direct reference to working with partners to deliver highway interventions to improve safety.	Alternative could make more explicit reference to Vision Zero, and creating safer and more welcoming spaces in active travel networks and communities.
15	Reduce environmental impacts of transport including air, noise and light pollution	o	o	o	I	P	The alternative has neutral effects as there is no reference to pollution, however the alternative is focused on decarbonisation, reducing congestion, and public realm improvements.	None identified

Reasonable Alternative	2. Focus on local sustainable travel							
Ref	Objective	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Explanation Against Objective	Mitigation/Enhancement
1	Protect and enhance local air quality	+	+	++	I	P	The alternative has positive effects as it makes direct reference to promoting local journeys, active travel and low carbon lifestyles, which will enhance local air quality over time.	Alternative could make explicit reference to clean, zero carbon public transport network.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	o	o	o	I	P	The alternative has neutral effects as there is no reference to biodiversity or geodiversity, however the alternative is focused on promoting active travel and low carbon lifestyles.	Alternative could make more explicit reference to enhancing biodiversity through integration of green and blue infrastructure into active travel improvements.
3	Reduce greenhouse gas emissions from transport	+	+	++	D	P	The alternative has positive effects as it makes direct reference to promoting local journeys, active travel and low carbon lifestyles, which will reduce emissions over time.	Alternative could make more explicit reference to zero carbon public transport and supporting new fuels.
4	Increase resilience of the transport network to climate change and associated extreme weather events	-	-	-	D	P	The alternative has negative effects as there is no reference to climate change adaptation, however the alternative is focused on active travel improvements.	Alternative could make explicit reference to climate change mitigation and adaptation measures to ensure resilience of the physical improvements.

5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	o	o	o	I	P	The alternative has neutral effects as it makes no reference to maximising re-use and recycling of materials.	Alternative could make explicit reference to maximising re-use and recycling of materials in the renewal and maintenance of active travel assets.
6	Protect and enhance the water environment	o	o	o	I	P	The alternative has neutral effects as there is no reference to the water environment, however the alternative is focused on promoting active travel and low carbon lifestyles.	Alternative could make more explicit reference to enhancing the water environment through integration of green and blue infrastructure into active travel improvements.
7	Conserve soil resources and quality and seek to remediate contaminated land	o	o	o	I	P	The alternative has neutral effects as there is no reference to soil resources or contaminated land, however the alternative is focused on active travel improvements.	None identified
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	o	o	o	I	P	The alternative has neutral effects as there is no reference to heritage assets, however the alternative is focused on creating more welcoming places.	None identified
9	Protect and enhance the character and quality of landscape and townscape	o	o	o	I	P	The alternative has neutral effects as there is no reference to landscape or townscape, however the alternative is focused on creating more welcoming places through active travel investment.	Alternative could make more explicit reference to public realm improvements in town and city centres, and rural areas.
10	Promote sustainable modes of transport, including public transport and active travel	+	+	++	D	P	The alternative has positive effects as it makes direct reference to local journeys via active travel and support for public transport network for longer journeys, which will promote sustainable modes of transport over time.	Alternative could make explicit reference to mass transit connectivity.

11	Enhance economic prosperity and access to opportunities	?	?	?	D	P	The alternative has uncertain effects as it focuses on local journeys which could increase access to local opportunities whilst making longer journeys more challenging, therefore impacting access to further opportunities.	Alternative could make more explicit reference to implementing multi-modal door-to-door journeys to increase access to opportunities.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	+	+	+	I	P	The alternative has positive effects as it makes direct reference to promoting active travel and low carbon lifestyles, which will improve health and wellbeing.	Alternative could make more explicit reference to implementing shared cycling schemes across all of West Yorkshire.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	?	?	?	D	P	The alternative has uncertain effects as it focuses on local journeys which could increase access to local opportunities whilst making longer journeys more challenging, therefore impacting access to further opportunities.	Alternative could make more explicit reference to implementing multi-modal door-to-door journeys to increase access to opportunities.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	+	+	+	D	P	The alternative has positive effects as it makes direct reference to adopting Vision Zero, creating safer and more welcoming spaces for people using active travel networks.	Alternative could make more explicit reference to highway design interventions to improve safety and reduce road casualty.
15	Reduce environmental impacts of transport including air, noise and light pollution	+	+	+	I	P	The alternative has positive effects as it makes direct reference to promoting active travel and low carbon lifestyles, which will reduce environmental impacts of transport.	None identified

Reasonable Alternative	3. Balanced approach							
Ref	Objective	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Explanation Against Objective	Mitigation/Enhancement
1	Protect and enhance local air quality	+	++	++	I	P	The alternative has positive effects as it makes direct reference to zero carbon, clean public transport and active travel provision.	None identified
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	o	o	o	I	P	The alternative has neutral effects as there is no reference to biodiversity or geodiversity, however the infrastructure type is focused on active travel provision.	Alternative could make more explicit reference to enhancing biodiversity through integration of green and blue infrastructure into transport and active travel improvements.
3	Reduce greenhouse gas emissions from transport	+	++	++	D	P	The alternative has positive effects as it makes direct reference to the decarbonisation of the network based on step change in zero carbon, clean public transport and active travel provision.	None identified
4	Increase resilience of the transport network to climate change and associated extreme weather events	-	-	-	D	P	The alternative has negative effects as there is no reference to climate change adaptation, however the alternative is focused on decarbonisation.	Alternative could make explicit reference to climate change mitigation and adaptation measures to ensure resilience of the physical improvements.

5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	o	o	o	I	P	The alternative has neutral effects as it makes no reference to resources or recycling, however it seeks to explore fuel alternatives.	Alternative could make explicit reference to maximising re-use and recycling of materials in the renewal and maintenance of transport assets.
6	Protect and enhance the water environment	o	o	o	I	P	The alternative has neutral effects as there is no reference to the water environment, however the alternative is focused on decarbonisation and active travel provision.	Alternative could make more explicit reference to enhancing the water environment through integration of green and blue infrastructure into transport and active travel improvements.
7	Conserve soil resources and quality and seek to remediate contaminated land	o	o	o	I	P	The alternative has neutral effects as there is no reference to soil resources or contaminated land, however the alternative is focused on decarbonisation and active travel provision.	None identified
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	o	o	o	I	P	The alternative has neutral effects as there is no reference to heritage assets, however the alternative is focused on creating safer and more welcoming spaces for people using the active travel network.	None identified
9	Protect and enhance the character and quality of landscape and townscape	+	+	+	D	P	The alternative has positive effects as it makes direct reference to creating safer and more welcoming spaces for people using the active travel network.	None identified
10	Promote sustainable modes of transport, including public transport and active travel	+	++	++	D	P	The alternative has positive effects as it makes direct reference to improving mass transit connectivity, as well as integrating public transport and active travel, which will promote sustainable modes of transport over time.	None identified

11	Enhance economic prosperity and access to opportunities	+	+	++	D	P	The alternative has positive effects as it makes direct reference to supporting key regional centres and areas of economic opportunity, supported by an integrated public and active transport network.	None identified
12	Improve health and wellbeing for all citizens and reduce inequalities in health	+	+	++	I	P	The alternative has positive effects as it makes direct reference to prioritising access to creating safer and more welcoming spaces, investing in high quality active travel networks, and shared cycling schemes across all of West Yorkshire.	None identified
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	+	++	++	D	P	The alternative has positive effects as it focuses on creating safer places, removing barriers to access the network, exceeding design standards for accessibility, adopting a child-first approach for school travel, and reaching isolated urban and rural areas.	None identified
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	+	+	++	D	P	The alternative has positive effects as it focuses on creating safer places, removing barriers to access the network, exceeding design standards for accessibility, adopting a child-first approach for school travel, and reaching isolated urban and rural areas.	None identified
15	Reduce environmental impacts of transport including air, noise and light pollution	o	o	o	I	P	The alternative has neutral effects as there is no reference to pollution, however the alternative is focused on decarbonisation, active travel routes, and collaboration to support school travel for children.	None identified

A.3 Assessment of Thematic Policies

Policy Name	A1																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanant	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	+	+	++	D	P	Regional	Air quality, local communities, vulnerable populations	N/A	N/A	The policy has positive effects as the initiative of making active travel as the natural choice will reduce emissions and improve air quality.	Policy could make more explicit reference to areas with low air quality such as AQMAs in relation to the implementation of this strategy. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	N	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	+	+	++	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to areas with low air quality such as AQMAs in relation to the implementation of this strategy. Where relevant reference are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	+	+	++	D	T	Regional	Air quality, local communities, transport network, Road network	N/A	N/A	The policy has positive effects as the initiative of making active travel as the natural choice will support modal shift away from private car use, reduce emissions and improve air quality.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	+	+	++	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitat	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	+	++	++	The policy has been amended to refer to integrating green and blue infrastructure to improve active travel experiences. Therefore, the scoring has increased to positive and very positive.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	-	-	-	I	T	Regional	Mineral safeguarding areas	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term. However the policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on these areas.	N/A	The policy has negative effects as there is no reference to the considerations of avoiding designated habitats and important sites, whereas the policy aims to promote active travel as a natural choice for shorter journeys.	Policy could make more explicit reference to avoiding designated habitats and important sites in relation to managing active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	Partially	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	+	+	+	The policy has been amended to refer to integrating green and blue infrastructure to improve active travel experiences. Therefore, the scoring has increased to positive .	It is considered that the policy could be further enhanced by explicitly referencing avoiding adverse effects on habitats in support of green and blue infrastructure integration.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, wildlife corridors and networks	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term. However the policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on these areas.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on active travel.	Policy could make more explicit reference to avoiding designated habitats and wildlife corridors in relation to the locations of new active travel iroutes. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	Partially	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	+	+	+	The policy has been amended to refer to integrating green and blue infrastructure to improve active travel experiences. Therefore, the scoring has increased to positive .	It is considered that the policy could be further enhanced by explicitly referencing ecological connectivity in support of green and blue infrastructure integration.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	O	O	O	I	T	Regional	Green and blue infrastructure	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure connectivity, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	++	++	++	The policy has been amended to refer to integrating green and blue infrastructure to improve active travel experiences. Therefore, the scoring has increased to very positive .	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	-	-	-	D	P	Regional	Transport infrastructure, wildlife, biodiversity	The promotion of active travel could enhance air quality and support the development of wildlife-friendly approaches in the long term. However the policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on these areas.	N/A	The policy has negative effects as there is no reference to good designs in support of promoting active travel, whereas the policy aims to make active travel as the natural choice for short journeys.	Policy could make more explicit reference to good designs in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	Y	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	+	++	++	The policy has been amended to refer to integrating green and blue infrastructure to improve active travel experiences. Therefore, the scoring has increased to positive and very positive .	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	O	O	O	I	P	Regional	Carbon sinks, transport infrastructure	The promotion of active travel could enhance air quality and support the development of carbon sinks in the long term.	N/A	The policy has neutral effects as there is no reference to carbon sinks, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	-	-	-	D	P	Regional	Local communities, green and blue infrastructure	N/A	N/A	The policy has negative effects as there is no reference to improving accessibility, whereas the policy aims to promote active travel as a natural choice for shorter journeys.	Policy could make more explicit reference to improving accessibility in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	Y	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	+	+	+	The policy has been amended to refer to integrating green and blue infrastructure to improve active travel experiences. Therefore, the scoring has increased to positive .	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?'	O	O	O	I	T	Regional	Natural environment, local nature recovery groups	The promotion of active travel could enhance air quality and support local nature recovery in the long term.	N/A	The policy has neutral effects as there is no reference to Local Nature Recovery Strategy or local nature recovery groups, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has neutral effects as there is no reference to public transport, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	-	-	-	D	T	Regional	Transport network, transport infrastructure, local communities	The promotion of active travel may introduce conflict with other modes of transport and impact the transport network operation, careful coordination is required for the long term.	N/A	The policy has negative effects as there is no reference to encouraging a reduction in private car use, whereas the policy aims to promote active travel as a natural choice for shorter journeys.	Policy could make more explicit reference to disincentives for private car use in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	Y	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	+	+	+	The policy has been amended to refer to integrating green and blue infrastructure to improve active travel experiences, which could promote a modal shift away from private car use. Therefore, the scoring has increased to positive .	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	+	+	+	D	T	Regional	Transport network, air quality, local communities	N/A	N/A	The policy has positive effects as the promotion of active travel directly encourages greater carbon efficiency.	Policy could make more explicit reference to measures to promote active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	Y	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	+	+	+	The policy has been amended to refer to integrating green and blue infrastructure to improve active travel experiences, which could promote a modal shift away from private car use. Therefore, the scoring has increased to positive .	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	O	O	O	I	P	Wider	Transport network, air quality, local communities	N/A	N/A	The policy has neutral effects as there is no reference to transport technologies, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	O	O	O	I	P	Wider	Transport network, air quality, local communities	The promotion of active travel could introduce challenges to traffic and road management, which will need to be considered in the long term.	N/A	The policy has neutral effects as there is no mention of low-carbon passenger travel, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	+	+	+	I	T	Wider	Transport network, natural environment	The promotion of active travel could enhance air quality and support climate change mitigation and adaptation in the long term.	N/A	The policy has positive effects as the promotion of active travel encourages climate change mitigation.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	+	+	+	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	+	+	+	I	T	Regional	Transport infrastructure, energy infrastructure	The promotion of active travel may introduce conflict with other modes of transport and impact the transport network operation, careful coordination is required for the long term.	N/A	The policy has positive effects as the promotion of active travel directly encourages low carbon energy generation in transport.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	The policy has been amended by increasing focus on promoting active travel experiences with no reference to energy generation. Therefore, the scoring has changed to 'O'.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	-	-	-	D	P	Regional	Local communities, rural communities, transport network	N/A	N/A	The policy has negative effects as there is no reference to considerations for the needs of rural communities, whereas the policy aims to promote active travel as a natural choice for shorter journeys.	Policy could make more explicit reference to the specific transport needs of rural communities in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	N	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	-	-	-	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	Policy could make more explicit reference to the specific transport needs of rural communities in relation to the promotion of active travel. Where relevant reference are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	O	O	O	I	T	Wider	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to low carbon materials or technologies, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	-	-	-	I	T	Regional	Air quality, transport infrastructure	N/A	N/A	The policy has negative effects as there is no reference to the development and maintenance of transport infrastructure, whereas the policy aims to promote active travel as a natural choice for shorter journeys.	Policy could make more explicit reference to the development and maintenance of transport infrastructure in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	N	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	-	-	-	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	Policy could make more explicit reference to the development and maintenance of transport infrastructure in relation to the promotion of active travel. Where relevant reference are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.

3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	+	D	T	Regional	Air quality, transport infrastructure, energy infrastructure, local communities	N/A	N/A	The policy has positive effects as the promotion of active travel directly support West Yorkshire's net zero target by 2038.	Policy could make more explicit reference to specific measures that promotes active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	Y	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	+	++	++	The policy has been amended to refer to integrating green and blue infrastructure to improve active travel experiences, which could promote a modal shift away and support net zero target. Therefore, the scoring has increased to positive and very positive .	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	-	-	-	I	T	Wider	Transport network, natural environment, built environment	N/A	N/A	The policy has negative effects as there is no reference to the consideration of extreme weather events and the changing climate, whereas the policy aims to promote active travel as a natural choice for shorter journeys.	Policy could make more explicit reference to measures against extreme weather events and the changing climate in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	N	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	-	-	-	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	Policy could make more explicit reference to measures against extreme weather events and the changing climate in relation to the promotion of active travel. Where relevant reference are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, flood risk	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure or flood risks, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	+	+	+	The policy has been amended to refer to integrating green and blue infrastructure to improve active travel experiences. Therefore, the scoring has increased to positive.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	O	O	O	I	T	Regional	Flood risk, built environment		N/A	The policy has neutral effects as there is no reference to floodplains, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	O	O	O	I	T	Regional	Flood risk, built environment		N/A	The policy has neutral effects as there is no reference to compensatory measures for floodplain land take, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	-	-	-	I	P	Wider	natural environment, built environment, local communities, transport network		N/A	The policy has negative effects as there is no reference to the consideration of uncertainties in climatic effects, whereas the policy aims to promote active travel as a natural choice for shorter journeys.	Policy could make more explicit reference to adaptive management and design in relation to uncertainties in climatic effects. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	N	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	-	-	-	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	Policy could make more explicit reference to adaptive management and design in relation to uncertainties in climatic effects. Where relevant reference are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	O	O	O	I	T	Regional	Flood risk, transport network		N/A	The policy has neutral effects as there is no reference to flood risks, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	O	O	O	I	T	Regional	Transport network, energy infrastructure	The policy may raise need for new active travel routes and infrastructure, which will need to consider the resource efficiency in construction and operation in the long term.	N/A	The policy has neutral effects as there is no reference to resource efficiency, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	O	O	O	I	T	Regional	Waste management infrastructure, local communities	The policy may raise need for new active travel routes and infrastructure, which will need to consider waste management during construction in the long term.	N/A	The policy has neutral effects as there is no reference to waste management, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	O	O	O	I	T	Regional	Waste management infrastructure, local communities, supply chain, construction industry	The policy may raise need for new active travel routes and infrastructure, which will need to consider the resource efficiency in construction and operation in the long term.	N/A	The policy has neutral effects as there is no reference to recycling, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	+	+	+	D	P	Wider	Transport infrastructure, energy infrastructure	The promotion of active travel may introduce conflict with other modes of transport and impact the transport network operation, careful coordination is required for the long term.	N/A	The policy has positive effects as the promotion of active travel directly promote a modal shift to sustainable transport and reduces fuel consumption.	Policy could make more explicit reference to specific measures that promotes active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	Y	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	+	++	++	The policy has been amended to refer to integrating green and blue infrastructure to improve active travel experiences, which could promote a modal shift away and support net zero target. Therefore, the scoring has increased to positive and very positive .	None identified.

5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	O	O	O	I	T	Regional	Supply chain, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to suppliers, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	O	O	O	I	T	Regional	Water quality, road infrastructure, drainage system	The policy may raise need for new active travel routes and infrastructure, which will need to consider the road drainage systems to avoid future issues in the long term.	N/A	The policy has neutral effects as there is no reference to road drainage, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	O	O	O	I	P	Regional	Road infrastrucure	The policy may raise need for new active travel routes and infrastructure, which will need to consider the materials used in construction to prevent futher issues in the long term.	N/A	The policy has neutral effects as there is no reference to road surfacing, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	O	O	O	I	T	Regional	Green and blue infrastructure, water quality	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	+	+	+	The policy has been amended to refer to integrating green and blue infrastructure to improve active travel experiences. Therefore, the scoring has increased to positive .	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	O	O	O	I	T	Regional	Habitats, water quality	The promotion of active travel could enhance air quality and support the development of nature-based solutions in the long term.	N/A	The policy has neutral effects as there is no reference to nature-based solutions, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	O	O	O	I	T	Regional	Green and blue infrastructure, habitats, flood risk	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	+	+	+	The policy has been amended to refer to integrating green and blue infrastructure to improve active travel experiences. Therefore, the scoring has increased to positive .	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	O	O	O	I	P	Regional	Drainage system, flood risk	The policy may raise need for new active travel routes and infrastructure, which will need to consider the road drainage systems to avoid future issues in the long term.	N/A	The policy has neutral effects as there is no reference to drainage systems, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	O	O	O	I	T	Regional	Drainage system, flood risk	The policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on these land use planning in the long term.	N/A	The policy has neutral effects as there is no reference to land use, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	O	O	O	I	T	Regional	Soil resource, peatland, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to soil resources, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	O	O	O	I	T	Regional	Soil resource	N/A	N/A	The policy has neutral effects as there is no reference to agricultural soils, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	-	-	-	I	T	Regional	Mineral safeguarding areas	The policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on these land use planning, including mineral safeguarding areas in the long term.	N/A	The policy has negative effects as there is no reference to the considerations of avoiding mineral safeguarding areas, whereas the policy aims to promote active travel as a natural choice for shorter journeys.	Policy could make more explicit reference to avoiding mineral safeguarding areas in relation to managing active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	N	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	-	-	-	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	Policy could make more explicit reference to avoiding mineral safeguarding areas in relation to managing active travel. Where relevant reference are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.

7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	O	O	O	I	T	Regional	Soil resource, contaminated land	N/A	N/A	The policy has neutral effects as there is no reference to contaminated land, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	O	O	O	I	T	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to cutural and heritage assets, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	O	O	O	I	P	Regional	Local communities, cultural and heritage asset, historic and culturally important sites, transport network	N/A	N/A	The policy has neutral effects as there is no reference to heritage and cultural assets, however the policy is focused on active travel.	Policy could make more explicit reference to improving connection to key destinations in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	N	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	Policy could make more explicit reference to improving connection to key destinations in relation to the promotion of active travel. Where relevant reference are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	-	-	-	I	T	Regional	Cultural and heritage asset, transport infrastructure	N/A	N/A	The policy has negative effects as there is no reference to the appropriate management of transport infrastructure, whereas the policy aims to promote active travel.	Policy could make more explicit reference to the appropriate management of transport in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	N	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	-	-	-	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	Policy could make more explicit reference to the appropriate management of transport in relation to the promotion of active travel. Where relevant reference are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure, landscape, built environment	N/A	N/A	The policy has neutral effects there is no reference to landscape or townscape, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	+	+	+	The policy has been amended to refer to integrating green and blue infrastructure to improve active travel experiences, which could have a positive effectg on enhancing landscape and townscape characters. Therefore, the scoring has increased to positive .	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	-	-	-	I	T	Regional	Landscape, natural environment	The policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on these land use planning, including protecting designated landscapes and theri settings in the long term.	N/A	The policy has negative effects as there is no reference to the considerations of protecting nationally designated landscapes and their settings, whereas the policy aims to promote active travel as a natural choice for shorter journeys.	Pollicy could make more explicit reference to avoiding impacts on nationally designated landscapes and their settings in relation to managing active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	N	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	-	-	-	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	Policy could make more explicit reference to avoiding impacts on nationally designated landscapes and their settings in relation to managing active travel. Where relevant reference are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	O	O	O	I	P	Regional	Air quality, green and blue infrastructure, landscape, built environment	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	N/A	The policy has neutral effects there is no reference to green and blue infrastructure, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	+	+	+	The policy has been amended to refer to integrating green and blue infrastructure to improve active travel experiences, which could have a positive effectg on enhancing landscape and townscape characters. Therefore, the scoring has increased to positive .	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	-	-	-	I	T	Regional	Public rights of way	N/A	N/A	The policy has negative effects as there is no reference to the potential impacts on public rights of way, whereas the policy promotes active travel.	Policy could make more explicit reference to protecting public rights of way in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	N	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	-	-	-	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	Policy could make more explicit reference to protecting public rights of way in relation to the promotion of active travel. Where relevant reference are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	O	O	O	I	P	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to buildings or townscapes, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	-	-	-	I	T	Regional	Built environment	The promotion of active travel could introduce safety issues without appropriate measures in place, which will need to be considered in the long term,	N/A	The policy has negative effects there is no reference to removing unnecessary clutter, whereas the policy aims to promote active travel.	Policy could make more explicit reference to removing unnecessary clutters in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	N	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	-	-	-	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	Policy could make more explicit reference to removing unnecessary clutters in relation to the promotion of active travel. Where relevant reference are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.

10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	-	-	-	I	T	Regional	Road network, transport network	The promotion of active travel could introduce challenges to traffic and road management, which will need to be considered in the long term.	N/A	The policy has negative effects as there is no reference to traffic calming measures or disincentives for private car use, whereas the policy aims to promote active travel.	Policy could make more explicit reference to disincentives for private car use in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	N	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	-	-	-	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	Policy could make more explicit reference to disincentives for private car use in relation to the promotion of active travel. Where relevant reference are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	+	+	+	D	P	Regional	Local communities, built environment, employment sites, open space, services and facilities	N/A	N/A	The policy has positive effects as there is reference to promoting active travel.	Policy could make more explicit reference to improving accessibility to key destinations in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	Partially	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	+	+	++	The policy has been amended to refer to integrating green and blue infrastructure to improve active travel experiences. Therefore, the scoring has increased to very positive in the long term.	It is considered that the policy could be further enhanced by explicitly referencing improving accessibility to key services and facilities, and employment sites by active travel.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	-	-	-	D	P	Regional	Local communities, road infrastructure, transport network	N/A	N/A	The policy has negative effects as there is no reference to improving the quality and availability of active travel infrastructure, whereas the policy aims to promote active travel as a natural choice for shorter journeys.	Policy could make more explicit reference to improving the quality and availability of active travel infrastructure in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	Y	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	+	++	++	The policy has been amended to refer to integrating green and blue infrastructure to improve active travel experiences. Therefore, the scoring has increased to positive and very positive.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	-	-	-	D	T	Regional	Air quality, green and blue infrastructure, landscape, road infrastructure	N/A	N/A	The policy has negative effects as there is no reference to exploring synergies with green and blue infrastructure proposals for active travel, whereas the policy aims to promote active travel as a natural choice for shorter journeys.	Policy could make more explicit reference to exploring synergies with green and blue infrastructure proposals for active travel in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	Y	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	++	++	++	The policy has been amended to refer to integrating green and blue infrastructure to improve active travel experiences. Therefore, the scoring has increased to very positive.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	-	-	-	D	P	Regional	Transport network, transport infrastructure, local communities	The promotion of active travel may introduce conflict with other modes of transport and impact the transport network operation, careful coordination is required for the long term.	N/A	The policy has negative effects as there is no reference to improving the convenience or accessibility of active travel, whereas the policy aims to promote active travel as a natural choice for shorter journeys.	Policy could make more explicit reference to improving the convenience and accessibility of active travel in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	Partially	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	+	+	+	The policy has been amended to refer to integrating green and blue infrastructure to improve active travel experiences. Therefore, the scoring has increased to positive.	It is considered that the policy could be further enhanced by explicitly referencing measures to improve the convenience and accessibility of active travel.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	O	O	O	I	P	Regional	Transport infrastructure, energy infrastructure	The promotion of active travel may introduce conflict with other modes of transport and impact the transport network operation, careful coordination is required for the long term.	N/A	The policy has neutral effects there is no reference to charging points, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	-	-	-	I	P	Regional	Local communities, built environment, emploument sites, housing sites, transport network	N/A	N/A	The policy has negative effects as there is no reference to coordinating with land use planning to improve active travel infrastructure, whereas the policy aims to promote active travel as a natural choice for shorter journeys.	Policy could make more explicit reference to coordinating with land use planning to improve active travel infrastructure in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	N	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	-	-	-	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	Policy could make more explicit reference to coordinating with land use planning to improve active travel infrastructure in relation to the promotion of active travel. Where relevant reference are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	O	O	O	I	P	Regional	Local communities, employment sites, vulnerable population	The promotion of active travel could introduce challenges to traffic and road management, which will need to be considered in the long term.	N/A	The policy has neutral effects as there is no reference to employment, however the policy is focused on active travel.	Policy could make more explicit reference to improving access to skills development and areas with high levels of unemployment in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	N	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	Policy could make more explicit reference to improving access to skills development and areas with high levels of unemployment in relation to the promotion of active travel. Where relevant reference are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	+	+	+	I	P	Regional	Local communities, built environment, services and facilities	The promotion of active travel could introduce challenges to traffic and road management, which will need to be considered in the long term.	N/A	The policy has positive effects as there is referent to improving accessibility in general by integrating active travel with public transport.	Policy could make more explicit reference to improving accessibility to key destinations in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	N	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	+	+	+	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	Policy could make more explicit reference to improving accessibility to key destinations in relation to the promotion of active travel. Where relevant reference are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	O	O	O	I	T	Regional	Local communities, transport network	The promotion of active travel may introduce conflict with other modes of transport and impact journey times, careful coordination is required for the long term.	N/A	The policy has neutral effects as there is no reference to journey times for passengers and freight, however the policy is focused on active travel.	Policy could make more explicit reference to reduction of journey times through integrating active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	N	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	Policy could make more explicit reference to reduction of journey times through integrating active travel. Where relevant reference are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.

11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	O	O	O	I	T	Regional	Local economy, transport network, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to optimising economic potential, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	O	O	O	I	T	Regional	Local economy, transport network, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to investments, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	-	-	-	I	P	Regional	Air quality, employment site, housing site, transport network	The promotion of active travel could introduce challenges to traffic and road management, which will need to be considered in the long term.	N/A	The policy has negative effects as there is no reference to improving accessibility to key destinations, whereas the policy aims to promote active travel as a natural choice for shorter journeys.	Policy could make more explicit reference to accessibility to key destinations in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	N	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	-	-	-	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	Policy could make more explicit reference to accessibility to key destinations in relation to the promotion of active travel. Where relevant reference are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	+	+	+	D	P	Wider	Air quality, local communities, vulnerable population, air quality	N/A	N/A	The policy has positive effects as the promotion of active travel could improve air quality and reduce impacts on the health and wellbeing of all local and wider communities.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	+	++	++	The policy has been amended to refer to integrating green and blue infrastructure to improve active travel experiences. Therefore, the scoring has increased to very positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	+	+	+	D	P	Wider	Air quality, local communities	N/A	N/A	The policy has positive effects as the promotion of active travel could improve air quality and reduce impacts on the health and wellbeing of all local and wider communities.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	+	++	++	The policy has been amended to refer to integrating green and blue infrastructure to improve active travel experiences. Therefore, the scoring has increased to very positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	-	-	-	I	P	Regional	Built environment, service and facility, transport network	The promotion of active travel could introduce challenges to traffic and road management, which will need to be considered in the long term.	N/A	The policy has negative effects as there is no reference to improving connectivity, whereas the policy aims to promote active travel as a natural choice for shorter journeys.	Policy could make more explicit reference to improving connectivity to key destinations in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	N	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	-	-	-	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	Policy could make more explicit reference to accessibility to key destinations in relation to the promotion of active travel. Where relevant reference are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	O	O	O	I	P	Regional	Employment site, open space, built environment, transport network	N/A	N/A	The policy has neutral effects as there is no reference to open space, recreational activities and employment locations, however the policy is focused on active travel.	Policy could make more explicit reference to improving accessibility to key destinations in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	N	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	Policy could make more explicit reference to accessibility to key destinations in relation to the promotion of active travel. Where relevant reference are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	-	-	-	I	T	Regional	Local communities, transport network	The policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on severance issues in the long term.	N/A	The policy has negative effects as there is no reference to the consideration of potential severance issues, whereas the policy aims to promote active travel as a natural choice for shorter journeys.	Policy could make more explicit reference to consideration of potential severance issues in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	N	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	-	-	-	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	Policy could make more explicit reference to consideration of potential severance issues in relation to the promotion of active travel. Where relevant reference are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	O	O	O	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to addressing the needs of vulnerable groups, however the policy is focused on active travel.	Policy could make more explicit reference to consideration of the needs of different vulnerable groups in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	N	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	Policy could make more explicit reference to consideration of the needs of different vulnerable groups in relation to the promotion of active travel. Where relevant reference are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	-	-	-	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has negative effects as there is no reference to inclusive designs and accessibility, whereas the policy aims to promote active travel as a natural choice for shorter journeys.	Policy could make more explicit reference to inclusive designs and accessibility in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	N	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	-	-	-	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	Policy could make more explicit reference to inclusive designs and accessibility in relation to the promotion of active travel. Where relevant reference are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.

13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	+	+	+	I	T	Regional	Transport network, transport infrastructure, local communities, services and facilities	N/A	N/A	The policy has positive effects as there is reference to integrating active travel and public transport, which promotes affordable options of transport.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	+	+	+	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	-	-	-	I	P	Regional	Local communities, transport network	The promotion of active travel could introduce challenges to traffic and road management, which will need to be considered in the long term.	N/A	The policy has negative effects as there is no reference to improving connectivity, whereas the policy aims to promote active travel as a natural choice for shorter journeys.	Policy could make more explicit reference to improving connectivity between communities in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	N	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	-	-	-	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	Policy could make more explicit reference to improving connectivity between communities in relation to the promotion of active travel. Where relevant reference are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	-	-	-	I	P	Regional	Transport network, transport infrastructure, local communities, vulnerable population	The promotion of active travel may introduce conflict with other modes of transport and impact the transport network operation, careful coordination is required for the long term.	N/A	The policy has negative effects as there is no reference to improving accessibility in deprived areas, whereas the policy aims to promote active travel as a natural choice for shorter journeys.	Policy could make more explicit reference to improving accessibility in deprived areas in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	N	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	-	-	-	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	Policy could make more explicit reference to improving accessibility in deprived areas in relation to the promotion of active travel. Where relevant reference are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	-	-	-	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has negative effects as there is no reference to improving access to information, whereas the policy aims to promote active travel as a natural choice for shorter journeys.	Policy could make more explicit reference to improving access to informatio in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	N	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	-	-	-	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	Policy could make more explicit reference to improving access to information in relation to the promotion of active travel. Where relevant reference are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to public realm and natural surveillance, however the policy is focused on active travel.	Policy could make more explicit reference to the improvements of public realm and levels of natural surveillance in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	Partially	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	+	+	+	The policy has been amended to refer to integrating green and blue infrastructure to improve active travel experiences, which creates a more welcoming environment for active travel. Therefore, the scoring has increased to positive.	It is considered that the policy could be further enhanced by referencing improvements to public realm and natural surveillance.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	-	-	-	I	T	Regional	Local community, service and facility	The promotion of active travel could introduce safety issues without appropriate measures in place, which will need to be considered in the long term,	N/A	The policy has negative effects as there is no reference to improving safety and security issues through transport schemes, whereas the policy aims to promote active travel as a natural choice for shorter journeys.	Policy could make more explicit reference to the improvement of safety and security issues in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	N	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	-	-	-	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	Policy could make more explicit reference to the improvement of safety and security issues in relation to the promotion of active travel. Where relevant reference are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	O	O	O	I	T	Regional	Local community, built environment, service and facility	The promotion of active travel could introduce safety issues without appropriate measures in place, which will need to be considered in the long term,	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on active travel.	Policy could make more explicit reference to reducing risks imposed by cars and other vehicles in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	N	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	Policy could make more explicit reference to reducing risks imposed by cars and other vehicles in relation to the promotion of active travel. Where relevant reference are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	-	-	-	I	T	Regional	Local community, built environment, service and facility	The promotion of active travel could introduce challenges to traffic and road management, which will need to be considered in the long term.	N/A	The policy has negative effects as there is no reference to traffic calming measures, whereas the policy aims to promote active travel as a natural choice for shorter journeys.	Policy could make more explicit reference to traffic calming measures in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	N	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	-	-	-	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	Policy could make more explicit reference to traffic calming measures in relation to the promotion of active travel. Where relevant reference are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	O	O	O	I	T	Regional	Local community, built environment, service and facility	The promotion of active travel could introduce safety issues in place, which will need to be considered in the long term,	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on active travel.	Policy could make more explicit reference to enhancing road safety in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	N	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	Policy could make more explicit reference to enhancing road safety in relation to the promotion of active travel. Where relevant reference are mentioned in the West Yorkshire Streets for Everyone Strategy, Active Travel Vision, and LCWIP ambition, they should be highlighted within the policy.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	O	O	O	I	T	Regional	Local community, air quality, vulnerable population	The policy may raise need for new active travel routes and infrastructure, which will need to consider the construction impacts in the long term.	N/A	The policy has neutral effects there is no reference to construction or operation impacts, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	O	O	O	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.

15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	+	+	+	D	P	Regional	Local community, noise level	N/A	N/A	The policy has positive effects as the promotion of active travel could reduce vibration and reduce impacts on the health and wellbeing of all local and wider communities.	None identified.	No mitigation identified in 2025.	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	+	+	+	Although the policy has been amended by referencing Active Travel Vision, LCWIP ambition, and integrating green and blue infrastructure to improve active travel experiences, it is considered that it would not impact scoring from the 1st iteration of assesment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	+	+	+	D	T	Regional	Local community, air quality, transport infrastructure	N/A	N/A	The policy has positive effects as the promotion of active travel could reduce air pollution and reduce impacts on the health and wellbeing of all local and wider communities.	Policy could make more explicit reference to specific measures in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	Y	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	+	++	++	The policy has been amended to refer to integrating green and blue infrastructure to improve active travel experiences. Therefore, the scoring has increased to very positive.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	-	-	-	I	P	Regional	Local community, air quality, green and blue infrastructure, built environment	The promotion of active travel could introduce safety issues without appropriate measures in place, which will need to be considered in the long term,	N/A	The policy has negative effects as there is no reference to creating more amenable areas, whereas the policy aims to promote active travel as a natural choice for shorter journeys.	Policy could make more explicit reference to creating more amenable areas in relation to the promotion of active travel. Where relevant reference are mentioned in the Active Travel Strategy or West Yorkshire Streets for Everyone Strategy, they should be highlighted within the policy.	Y	The policy now references Active Travel Vision and LCWIP ambition, and improvement to travel experience by integrating green and blue infrastructure into active journeys.	+	++	++	The policy has been amended to refer to integrating green and blue infrastructure to improve active travel experiences. Therefore, the scoring has increased to positive and very positive.	None identified.

Policy Name	A2																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanant	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	+	+	++	D	P	Regional	Air quality, local communities, vulnerable populations	N/A	N/A	The policy has positive effects as the promotion of active travel will reduce emissions and improve air quality.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	+	+	++	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	+	+	++	D	T	Regional	Air quality, local communities, transport network, Road network	N/A	N/A	The policy has positive effects as the promotion of active travel will support modal shift away from private car use, reduce emissions and improve air quality.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	+	+	++	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitat	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on integrating active travel with the public transport network.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	-	-	-	I	T	Regional	Mineral safeguarding areas	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term. However the policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on these areas.	N/A	The policy has negative effects as there is no reference to the considerations of avoiding designated habitats and important sites, whereas the policy aims to integrate active travel infrastructure.	Policy could make more explicit reference to avoiding designated habitats and important sites in relation to managing active travel.	N	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	-	-	-	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to avoiding designated habitats and important sites in relation to managing active travel.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, wildlife corridors and networks	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on integrating active travel with the public transport network.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	O	O	O	I	T	Regional	Green and blue infrastructure	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on integrating active travel with the public transport network.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	-	-	-	D	P	Regional	Transport infrastructure, wildlife, biodiversity	The promotion of active travel could enhance air quality and support the development of wildlife-friendly approaches in the long term. However the policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on these areas.	N/A	The policy has negative effects as there is no reference to good designs in support of promoting active travel, whereas the policy aims to integrate active travel.	Policy could make more explicit reference to good designs in relation to the integration of active travel.	N	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	-	-	-	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to good designs in relation to the integration of active travel.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	O	O	O	I	P	Regional	Carbon sinks, transport infrastructure	The promotion of active travel could enhance air quality and support the development of carbon sinks in the long term.	N/A	The policy has neutral effects as there is no reference to carbon sinks, however the policy is focused on integrating active travel with the public transport network.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	-	-	-	D	P	Regional	Local communities, green and blue infrastructure	N/A	N/A	The policy has negative effects as there is no reference to improving accessibility to key destinations, whereas the policy aims to integrate active travel with the public transport network.	Policy could make more explicit reference to improving accessibility to key destinations in relation to the integration of active travel.	Y	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	+	+	++	The policy has been amended to refer to connection to key services and cycle parking at key destinations. Therefore, the scoring has increased to positive and very positive.	It is considered that the policy could be further enhanced by explicitly referencing accessibility to green and blue infrastructure.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?	O	O	O	I	T	Regional	Natural environment, local nature recovery groups	The promotion of active travel could enhance air quality and support local nature recovery in the long term.	N/A	The policy has neutral effects as there is no reference to Local Nature Recovery Strategy or local nature recovery groups, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	+	+	+	D	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has positive effects as there is reference to integrating active travel with the public transport network, which could enhance the accessibility to public transport.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	The policy no longer refers to public transport network, which is considered a key reference against this assessment criteria. Therefore, the scoring has decreased to 'O'.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities	The promotion of active travel may introduce conflict with other modes of transport and impact the transport network operation, careful coordination is required for the long term.	N/A	The policy has neutral effects as there is no reference to reduction in private car use, however the policy is focused on integrating active travel with the public transport network.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	+	+	+	D	T	Regional	Transport network, air quality, local communities	N/A	N/A	The policy has positive effects as the promotion of active travel directly encourages greater carbon efficiency.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	+	+	++	The policy has been amended to refer to connection to key services and cycle parking at key destinations. Therefore, the scoring has increased to very positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	O	O	O	I	P	Wider	Transport network, air quality, local communities	N/A	N/A	The policy has neutral effects as there is no reference to transport technologies, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	+	+	+	D	P	Wider	Transport network, air quality, local communities	The promotion of active travel could introduce challenges to traffic and road management, which will need to be considered in the long term.	N/A	The policy has positive effects as there is reference to promoting active travel and public transport.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	+	+	+	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	O	O	O	I	T	Wider	Transport network, natural environment	N/A	N/A	The policy has neutral effects as there is no reference to climate change, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	O	O	O	I	T	Regional	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to energy generation, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	-	-	-	D	P	Regional	Local communities, rural communities, transport network	N/A	N/A	The policy has negative effects as there is no reference to considerations for the needs of rural communities, whereas the policy aims to integrate active travel with the transport network.	Policy could make more explicit reference to the specific transport needs of rural communities in relation to the integration of active travel.	N	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	-	-	-	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the specific transport needs of rural communities in relation to the integration of active travel.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	O	O	O	I	T	Wider	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to low carbon materials or technologies, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	+	+	+	D	T	Regional	Air quality, transport infrastructure	N/A	N/A	The policy has positive effects as there is reference to implementing high quality facilities to integrate active travel, which would support the minimisation of embedded emissions.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	+	+	+	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	+	D	T	Regional	Air quality, transport infrastructure, energy infrastructure, local communities	N/A	N/A	The policy has positive effects as the promotion of active travel directly support West Yorkshire's net zero target by 2038.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	+	+	++	The policy has been amended to refer to connection to key services and cycle parking at key destinations. Therefore, the scoring has increased to very positive.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	-	-	-	I	T	Wider	Transport network, natural environment, built environment	N/A	N/A	The policy has negative effects as there is no reference to the consideration of extreme weather events and the changing climate, whereas the policy aims to integrate active travel.	Policy could make more explicit reference to measures against extreme weather events and the changing climate in relation to the integration of active travel.	N	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	-	-	-	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to measures against extreme weather events and the changing climate in relation to the integration of active travel.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, flood risk	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on integrating active travel with the public transport network.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to floodplains, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to compensatory measures for floodplain land take, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	-	-	-	I	P	Wider	natural environment, built environment, local communities, transport network	N/A	N/A	The policy has negative effects as there is no reference to the consideration of uncertainties in climatic effects, whereas the policy aims to integrate active travel.	Policy could make more explicit reference to adaptive management and design in relation to uncertainties in climatic effects.	N	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	-	-	-	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to adaptive management and design in relation to uncertainties in climatic effects.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	O	O	O	I	T	Regional	Flood risk, transport network	N/A	N/A	The policy has neutral effects as there is no reference to flood risks, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	O	O	O	I	T	Regional	Transport network, energy infrastructure	The policy may raise need for new active travel routes and infrastructure, which will need to consider the resource efficiency in construction and operation in the long term.	N/A	The policy has neutral effects as there is no reference to resource efficiency, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	O	O	O	I	T	Regional	Waste management infrastructure, local communities	The policy may raise need for new active travel routes and infrastructure, which will need to consider waste management during construction in the long term.	N/A	The policy has neutral effects as there is no reference to waste management, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	O	O	O	I	T	Regional	Waste management infrastructure, local communities, supply chain, construction industry	The policy may raise need for new active travel routes and infrastructure, which will need to consider the resource efficiency in construction and operation in the long term.	N/A	The policy has neutral effects as there is no reference to recycling, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	+	+	+	D	P	Wider	Transport infrastructure, energy infrastructure	The promotion of active travel may introduce conflict with other modes of transport and impact the transport network operation, careful coordination is required for the long term.	N/A	The policy has positive effects as the integration of active travel directly promote a modal shift to sustainable transport and reduces fuel consumption.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	+	++	++	The policy has been amended to refer to connection to key services and cycle parking at key destinations. Therefore, the scoring has increased to very positive.	None identified.

5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	O	O	O	I	T	Regional	Supply chain, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to suppliers, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	O	O	O	I	T	Regional	Water quality, road infrastructure, drainage system	The policy may raise need for new active travel routes and infrastructure, which will need to consider the road drainage systems to avoid future issues in the long term.	N/A	The policy has neutral effects as there is no reference to road drainage, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	O	O	O	I	P	Regional	Road infrastrucrture	The policy may raise need for new active travel routes and infrastructure, which will need to consider the materials used in construction to prevent futher issues in the long term.	N/A	The policy has neutral effects as there is no reference to road surfacing, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	O	O	O	I	T	Regional	Green and blue infrastructure, water quality	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on integrating active travel with the public transport network.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	O	O	O	I	T	Regional	Habitats, water quality	The promotion of active travel could enhance air quality and support the development of nature-based solutions in the long term.	N/A	The policy has neutral effects as there is no reference to nature based solutions, however the policy is focused on integrating active travel with the public transport network.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	O	O	O	I	T	Regional	Green and blue infrastructure, habitats, flood risk	The promotion of active travel could enhance air quality and support the development of blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to blue infrastructure, however the policy is focused on integrating active travel with the public transport network.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	O	O	O	I	P	Regional	Drainage system, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to drainage, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	O	O	O	I	T	Regional	Drainage system, flood risk	The policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on these land use planning in the long term.	N/A	The policy has neutral effects as there is no reference to land use, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	O	O	O	I	T	Regional	Soil resource, peatland, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to soil resources, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	O	O	O	I	T	Regional	Soil resource	N/A	N/A	The policy has neutral effects as there is no reference to agricultural soils, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	-	-	-	I	T	Regional	Mineral safeguarding areas	The policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on these land use planning, including mineral safeguarding areas in the long term.	N/A	The policy has negative effects as there is no reference to the considerations of avoiding mineral safeguarding areas, whereas the policy aims to integrate active travel with the transport network.	Pollicy could make more explicit reference to avoiding mineral safeguarding areas in relation to managing active travel network.	N	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	-	-	-	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Pollicy could make more explicit reference to avoiding mineral safeguarding areas in relation to managing active travel network.

7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	O	O	O	I	T	Regional	Soil resource, contaminated land	N/A	N/A	The policy has neutral effects as there is no reference to contaminated land, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	O	O	O	I	T	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	-	-	-	D	P	Regional	Local communities, cultural and heritage asset, historic and culturally important sites, transport network	N/A	N/A	The policy has negative effects as there is no reference to improving accessibility to key destinations, whereas the policy aims to integrate active travel with the public transport network.	Policy could make more explicit reference to improving accessibility to key destinations in relation to the promotion of active travel.	Y	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	+	+	++	The policy has been amended to refer to connection to key services and cycle parking at key destinations. Therefore, the scoring has increased to positive and very positive.	It is considered that the policy could be further enhanced by explicitly referencing accessibility to historic and cultural sites.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	-	-	-	I	T	Regional	Cultural and heritage asset, transport infrastructure	N/A	N/A	The policy has negative effects as there is no reference to the appropriate management of transport infrastructure, whereas the policy aims to promote active travel.	Policy could make more explicit reference to the appropriate management of transport in relation to the integration of active travel.	N	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	-	-	-	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the appropriate management of transport in relation to the integration of active travel.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure, landscape, built environment	N/A	N/A	The policy has neutral effects there is no reference to landscape or townscape, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	-	-	-	I	T	Regional	Landscape, natural environment	The policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on these land use planning, including protecting designated landscapes and their settings in the long term.	N/A	The policy has negative effects as there is no reference to the considerations of protecting nationally designated landscapes and their settings, whereas the policy aims to integrate active travel with the transport network.	Policy could make more explicit reference to avoiding impacts on nationally designated landscapes and their settings in relation to managing active travel.	N	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	-	-	-	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to avoiding impacts on nationally designated landscapes and their settings in relation to managing active travel.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	O	O	O	I	P	Regional	Air quality, green and blue infrastructure, landscape, built environment	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on integrating active travel with the public transport network.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	-	-	-	I	T	Regional	Public rights of way	N/A	N/A	The policy has negative effects as there is no reference to the potential impacts on public rights of way, whereas the policy aims to integrate active travel with the transport network.	Policy could make more explicit reference to protecting public rights of way in relation to the integration of active travel.	N	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	-	-	-	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to protecting public rights of way in relation to the integration of active travel.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	O	O	O	I	P	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to buildings or townscapes, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	-	-	-	I	T	Regional	Built environment	The promotion of active travel could introduce safety issues without appropriate measures in place, which will need to be considered in the long term,	N/A	The policy has negative effects there is no reference to removing unnecessary clutter, whereas the policy aims to integrate active travel.	Policy could make more explicit reference to removing unnecessary clutter in relation to the integration of active travel.	N	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	-	-	-	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to removing unnecessary clutter in relation to the integration of active travel.

10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	O	O	O	I	T	Regional	Road network, transport network	The promotion of active travel could introduce challenges to traffic and road management, which will need to be considered in the long term.	N/A	The policy has neutral effects as there is no reference to disincentives for private car use, however the policy is focused on the integration of active travel with the public transport network.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	-	-	-	D	P	Regional	Local communities, built environment, employment sites, open space, services and facilities	N/A	N/A	The policy has negative effects as there is no reference to improving accessibility to key destinations, whereas the policy aims to integrate active travel with the public transport network.	Policy could make more explicit reference to improving accessibility to key destinations in relation to the promotion of active travel.	Y	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	+	++	++	The policy has been amended to refer to connection to key services and cycle parking at key destinations. Therefore, the scoring has increased to positive and very positive.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	+	+	+	D	P	Regional	Local communities, road infrastructure, transport network	N/A	N/A	The policy has positive effects as there is reference to delivering high quality facilities for active travel.	Policy could make more explicit reference to the specific types of facilities that improve the quality and availability of active travel.	Y	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	+	++	++	The policy has been amended to refer to connection to key services and cycle parking at key destinations. Therefore, the scoring has increased to very positive.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, landscape, road infrastructure	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on integrating active travel with the public transport network.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	+	D	P	Regional	Transport network, transport infrastructure, local communities	The promotion of active travel may introduce conflict with other modes of transport and impact the transport network operation, careful coordination is required for the long term.	N/A	The policy has positive effects as the integration of active travel directly promote a modal shift to sustainable transport and improves the convenience of active travel.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	+	++	++	The policy has been amended to refer to connection to key services and cycle parking at key destinations. Therefore, the scoring has increased to very positive.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	O	O	O	I	P	Regional	Transport infrastructure, energy infrastructure	The promotion of active travel may introduce conflict with other modes of transport and impact the transport network operation, careful coordination is required for the long term.	N/A	The policy has neutral effects there is no reference to charging points, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	-	-	-	I	P	Regional	Local communities, built environment, employment sites, housing sites, transport network	N/A	N/A	The policy has negative effects as there is no reference to coordinating with land use planning to improve active travel infrastructure, whereas the policy aims to integrate active travel with the transport network.	Policy could make more explicit reference to coordinating with land use planning to improve active travel infrastructure in relation to the integration of active travel.	N	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	-	-	-	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to coordinating with land use planning to improve active travel infrastructure in relation to the integration of active travel.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	-	-	-	D	P	Regional	Local communities, employment sites, vulnerable population	N/A	N/A	The policy has negative effects as there is no reference to improving accessibility to key destinations, whereas the policy aims to integrate active travel with the public transport network.	Policy could make more explicit reference to improving accessibility to key destinations in relation to the promotion of active travel.	Y	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	+	+	+	The policy has been amended to refer to connection to key services and cycle parking at key destinations. Therefore, the scoring has increase to positive.	It is considered that the policy could be further enhanced by explicitly referencing access to employment and skills development opportunities, considering areas with high unemployment rates.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	-	-	-	D	P	Regional	Local communities, built environment, services and facilities	N/A	N/A	The policy has negative effects as there is no reference to improving accessibility to key destinations, whereas the policy aims to integrate active travel with the public transport network.	Policy could make more explicit reference to improving accessibility to key destinations in relation to the promotion of active travel.	Y	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	+	++	++	The policy has been amended to refer to connection to key services and cycle parking at key destinations. Therefore, the scoring has increase to positive and very positive.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	O	O	O	I	T	Regional	Local communities, transport network	The promotion of active travel may introduce conflict with other modes of transport and impact journey times, careful coordination is required for the long term.	N/A	The policy has neutral effects as there is no reference to journey times for passengers and freight, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	+	+	+	I	T	Regional	Local economy, transport network, transport infrastructure	N/A	N/A	The policy has positive effects as the promotion of active travel encourages decarbonisation of transport and may help to optimise the potential economic outcomes for West Yorkshire.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	+	+	+	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	+	+	+	I	T	Regional	Local economy, transport network, transport infrastructure	The promotion of active travel could contribute to building an effective and resilient transport network in the long term.	N/A	The policy has positive effects as the promotion of active travel may increase investments for West Yorkshire.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	+	+	+	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	-	-	-	D	P	Regional	Air quality, employment site, housing site, transport network	N/A	N/A	The policy has negative effects as there is no reference to improving accessibility to key destinations, whereas the policy aims to integrate active travel with the public transport network.	Policy could make more explicit reference to improving accessibility to key destinations in relation to the promotion of active travel.	Y	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	+	+	+	The policy has been amended to refer to connection to key services and cycle parking at key destinations. Therefore, the scoring has increase to positive.	It is considered that the policy could be further enhanced by explicitly referencing access to expected employment and residential growth areas.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	+	+	+	D	P	Wider	Air quality, local communities, vulnerable population, air quality	N/A	N/A	The policy has positive effects as the promotion of active travel could improve air quality and reduce impacts on the health and wellbeing of all local and wider communities.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	+	+	++	The policy has been amended to refer to inclusive and accessible facilities. Therefore, the scoring has increase to very positive.	It is considered that the policy could be further enhanced by referencing considerations for the needs of different groups.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	+	+	+	D	P	Wider	Air quality, local communities	N/A	N/A	The policy has positive effects as the promotion of active travel could improve air quality and reduce impacts on the health and wellbeing of all local and wider communities.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	+	+	++	The policy has been amended to refer to inclusive and accessible facilities. Therefore, the scoring has increase to very positive.	It is considered that the policy could be further enhanced by referencing considerations for the needs of different groups.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	-	-	-	D	P	Regional	Built environment, service and facility, transport network	N/A	N/A	The policy has negative effects as there is no reference to improving connectivity to key destinations, whereas the policy aims to integrate active travel with the public transport network.	Policy could make more explicit reference to improving connectivities to key destinations in relation to the promotion of active travel.	Y	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	+	+	+	The policy has been amended to refer to connection to key services and cycle parking at key destinations. Therefore, the scoring has increase to positive.	It is considered that the policy could be further enhanced by explicitly referencing access to healthcare services and educational facilities.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	-	-	-	D	P	Regional	Employment site, open space, built environment, transport network	N/A	N/A	The policy has negative effects as there is no reference to improving accessibility to key destinations, whereas the policy aims to integrate active travel with the public transport network.	Policy could make more explicit reference to improving accessibility to key destinations in relation to the promotion of active travel.	Y	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	+	+	+	The policy has been amended to refer to connection to key services and cycle parking at key destinations. Therefore, the scoring has increase to positive.	It is considered that the policy could be further enhanced by explicitly referencing access to open space, recreational activities, and employment locations.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	-	-	-	I	T	Regional	Local communities, transport network	The policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on severance issues in the long term.	N/A	The policy has negative effects as there is no reference to the consideration of potential severance issues, whereas the policy aims to integrate active travel with the transport network.	Policy could make more explicit reference to consideration of potential severance issues in relation to the integration of active travel.	N	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	-	-	-	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to consideration of potential severance issues in relation to the integration of active travel.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	-	-	-	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has negative effects as there is no reference to the consideration of the needs of different age groups, whereas the policy aims to integrate active travel with the transport network.	Policy could make more explicit reference to consideration of the needs of different vulnerable groups in relation to the integration of active travel.	Partially	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	+	+	+	The policy has been amended to refer to inclusive facilities. Therefore, the scoring has increase to positive.	It is considered that the policy could be further enhanced by explicitly referencing inclusive design measures in consideration of the needs of different groups.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	-	-	-	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has negative effects as there is no reference to inclusive designs and accessibility, whereas the policy aims to integrate active travel with the transport network.	Policy could make more explicit reference to inclusive designs and accessibility in relation to the integration of active travel.	Partially	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	+	+	+	The policy has been amended to refer to inclusive facilities. Therefore, the scoring has increase to positive.	It is considered that the policy could be further enhanced by explicitly referencing inclusive design measures in consideration of the needs of different groups.

13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities, services and facilities	N/A	N/A	The policy has neutral effects there is no reference to affordability, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	O	O	O	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	-	-	-	D	P	Regional	Local communities, transport network	N/A	N/A	The policy has negative effects as there is no reference to improving connectivity between communities, whereas the policy aims to integrate active travel with the public transport network.	Policy could make more explicit reference to improving connectivity between communities in relation to the promotion of active travel.	N	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	-	-	-	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to improving connectivity between communities in relation to the promotion of active travel.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	-	-	-	I	P	Regional	Transport network, transport infrastructure, local communities, vulnerable population	The promotion of active travel may introduce conflict with other modes of transport and impact the transport network operation, careful coordination is required for the long term.	N/A	The policy has negative effects as there is no reference to improving accessibility in deprived areas, whereas the policy aims to integrate active travel.	Policy could make more explicit reference to improving accessibility in deprived areas in relation to the integration of active travel.	N	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	-	-	-	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to improving accessibility in deprived areas in relation to the integration of active travel.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	-	-	-	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has negative effects as there is no reference to improving access to information, whereas the policy aims to integrate active transport.	Policy could make more explicit reference to improving access to information in relation to the integration of active travel.	N	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	-	-	-	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to improving access to information in relation to the integration of active travel.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	-	-	-	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has negative effects as there is no reference to creating a more welcoming environment for active travel, whereas the policy aims to integrate active travel.	Policy could make more explicit reference to the improvements of public realm and levels of natural surveillance in relation to the integration of active travel.	N	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	-	-	-	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the improvements of public realm and levels of natural surveillance in relation to the integration of active travel.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	-	-	-	I	T	Regional	Local community, built environment, service and facility	The promotion of active travel could introduce safety issues without appropriate measures in place, which will need to be considered in the long term,	N/A	The policy has negative effects as there is no reference to improving safety and security issues through transport schemes, whereas the policy aims to integrate active travel.	Policy could make more explicit reference to the improvement of safety and security issues in relation to the integration of active travel.	N	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	-	-	-	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the improvement of safety and security issues in relation to the integration of active travel.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	-	-	-	I	T	Regional	Local community, built environment, service and facility	The promotion of active travel could introduce safety issues without appropriate measures in place, which will need to be considered in the long term,	N/A	The policy has negative effects as there is no reference to reducing risks imposed by cars and other vehicles, whereas the policy aims to integrate active travel with the transport network.	Policy could make more explicit reference to reducing risks imposed by cars and other vehicles in relation to the integration of active travel.	N	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	-	-	-	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to reducing risks imposed by cars and other vehicles in relation to the integration of active travel.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	-	-	-	I	T	Regional	Local community, built environment, service and facility	The promotion of active travel could introduce challenges to traffic and road management, which will need to be considered in the long term.	N/A	The policy has negative effects as there is no reference to traffic calming measures, whereas the policy aims to integrate active travel with the transport network.	Policy could make more explicit reference to traffic calming measures in relation to the integration of active travel.	N	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	-	-	-	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to traffic calming measures in relation to the integration of active travel.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	-	-	-	I	T	Regional	Local community, built environment, service and facility	The promotion of active travel could introduce safety issues without appropriate measures in place, which will need to be considered in the long term,	N/A	The policy has negative effects as there is no reference to enhancing road safety, whereas the policy aims to integrate active travel with the transport network.	Policy could make more explicit reference to enhancing road safety in relation to the integration of active travel.	N	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	-	-	-	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to enhancing road safety in relation to the integration of active travel.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	-	-	-	D	T	Regional	Local community, air quality, vulnerable population	N/A	N/A	The policy has negative effects as there is no reference to the construction and operation impacts, whereas the policy is likely to introduce construction of new road infrastructure.	Policy could make more explicit reference to mitigating construction and operation impacts in relation to the creating new road infrastructure.	N	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	-	-	-	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to mitigating construction and operation impacts in relation to the creating new road infrastructure.

15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	+	+	+	D	P	Regional	Local community, noise level	N/A	N/A	The policy has positive effects as the promotion of active travel could reduce vibration and reduce impacts on the health and wellbeing of all local and wider communities.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	+	+	+	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	+	+	+	D	T	Regional	Local community, air quality, transport infrastructure	N/A	N/A	The policy has positive effects as the promotion of active travel could reduce air pollution and reduce impacts on the health and wellbeing of all local and wider communities.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	+	+	+	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	+	+	+	D	P	Regional	Local community, air quality, noise level, green and blue infrastructure, built environment	The promotion of active travel could introduce safety issues without appropriate measures in place, which will need to be considered in the long term,	N/A	The policy has positive impacts as the integration of active travel with the transport network could improve impacts of transport in terms of air quality improvement and noise reduction.	None identified.	No mitigation identified in 2025.	The policy now references inclusive and accessible facilities for active travel, integrated within the Weaver Network, connection with key services, and cycle parking at key destinations. References to the public transport network is removed.	+	+	+	Although the policy has been amended by referencing inclusive and accessible facilities, integration within the Weaver Network, connection to key services and cycle parking at key destinations, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

Policy Name	A3																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	+	+	++	D	P	Regional	Air quality, local communities, vulnerable populations	N/A	N/A	The policy has positive effects as the promotion of active travel will reduce emissions and improve air quality.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	+	+	++	D	T	Regional	Air quality, local communities, transport network, Road network	N/A	N/A	The policy has positive effects as the promotion of active travel will support modal shift away from private car use, reduce emissions and improve air quality.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitat	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	Locating active travel routes close to green and blue infrastructure could better encourage active travel practices.	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	O	O	O	I	T	Regional	Air quality, habitats, protected species, biological and geological sites	The promotion of active travel could enhance air quality and avoid impacts on designated habitats and sites. However the policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on these areas.	N/A	The policy has neutral effects as there is no reference to designated habitats and sites, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, wildlife corridors and networks	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	Locating active travel routes close to green and blue infrastructure could better encourage active travel practices.	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	O	O	O	I	T	Regional	Green and blue infrastructure	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	Locating active travel routes close to green and blue infrastructure could better encourage active travel practices.	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	O	O	O	i	P	Regional	Transport infrastructure, wildlife, biodiversity	The promotion of active travel could enhance air quality and support the development of wildlife-friendly approaches in the long term. However the policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on these areas.	N/A	The policy has neutral effects as there is no reference to wildlife-friendly approaches, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	O	O	O	D	P	Regional	Carbon sinks, transport infrastructure	The promotion of active travel could enhance air quality and support the development of carbon sinks in the long term.	Locating active travel routes close to carbon sinks could improve active travel experiences and better encourage active travel practices.	The policy has neutral effects as there is no reference to carbon sinks, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	O	O	O	D	P	Regional	Local communities, green and blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?"	O	O	O	I	T	Regional	Natural environment, local nature recovery groups	The promotion of active travel could enhance air quality and support local nature recovery in the long term.	N/A	The policy has neutral effects as there is no reference to Local Nature Recovery Strategy or local nature recovery groups, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities	N/A	The coordination with the public transport system alongside improvements of the active travel infrastructure could better encourage active travel practices.	The policy has neutral effects as there is no reference to public transport, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	?	?	?	I	T	Regional	Transport network, transport infrastructure, local communities	The promotion of active travel may introduce conflict with other modes of transport and impact the transport network operation, careful coordination is required for the long term.	The reduction in private car use alongside improvements of the active travel infrastructure could better encourage active travel practices.	The policy has uncertain effects as the policy promotes active travel and a modal shift away from private car use, however there is no reference to disincentives for private car use, which would be essential to encouraging active travel.	Policy could make more explicit reference to disincentives for private car use in relation to improving safety for active travel practices.	N	The policy has not changed.	?	?	?	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	Policy could make more explicit reference to disincentives for private car use in relation to improving safety for active travel practices.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	+	+	+	D	T	Regional	Transport network, air quality, local communities	N/A	N/A	The policy has positive effects as the promotion of active travel directly encourages greater carbon efficiency.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	O	O	O	I	P	Wider	Transport network, air quality, local communities	N/A	N/A	The policy has neutral effects as there is no reference to transport technologies, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	O	O	O	I	P	Wider	Transport network, local communities	The promotion of active travel could introduce challenges to traffic and road management, which will need to be considered in the long term.	N/A	The policy has neutral effects as there is no mention of low-carbon passenger travel, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	+	+	+	I	T	Wider	Transport network, natural environment	The promotion of active travel could enhance air quality and support climate change mitigation and adaptation in the long term.	N/A	The policy has positive effects as the promotion of active travel encourages climate change mitigation.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	O	O	O	I	T	Regional	Transport infrastructure, energy infrastructure	The promotion of active travel may introduce conflict with other modes of transport and impact the transport network operation, careful coordination is required for the long term.	N/A	The policy has neutral effects as there is no reference to energy generation, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	-	-	-	D	P	Regional	Local communities, rural communities, transport network	N/A	N/A	The policy has negative effects as there is no reference to considerations for the needs of rural communities, whereas the policy aims to encourage active travel.	Policy could make more explicit reference to the specific transport needs of rural communities in relation to the encouraging active travel.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	Policy could make more explicit reference to the specific transport needs of rural communities in relation to the encouraging active travel.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	O	O	O	I	T	Wider	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to low carbon materials or technologies, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	O	O	O	I	T	Wider	Air quality, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the development or maintenance of transport infrastructure, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	+	D	T	Regional	Air quality, transport infrastructure, energy infrastructure, local communities	N/A	N/A	The policy has positive effects as the promotion of active travel directly support West Yorkshire's net zero target by 2038.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	O	O	O	I	T	Wider	Transport network, natural environment, built environment	N/A	N/A	The policy has neutral effects as there is no reference to extreme weather events, however the policy is focused on encouraging active travel practices.	Policy could make more explicit reference to eviction plans during extreme weather events in relation to active travel practices.	N	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	Policy could make more explicit reference to eviction plans during extreme weather events in relation to active travel practices.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, flood risk	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	Locating active travel routes close to carbon sinks could improve active travel experiences and better encourage active travel practices.	The policy has neutral effects as there is no reference to flood risk management and habitats, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to floodplains, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to compensatory measures for floodplain land take, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	O	O	O	I	P	Wider	natural environment, built environment, local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to climate change, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	O	O	O	I	T	Regional	Flood risk, transport network	N/A	N/A	The policy has neutral effects as there is no reference to flood risks, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	O	O	O	I	T	Regional	Transport network, energy infrastructure	The policy may raise need for new active travel routes and infrastructure, which will need to consider the resource efficiency in construction and operation in the long term.	N/A	The policy has neutral effects as there is no reference to resource efficiency, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	O	O	O	I	T	Regional	Waste management infrastructure, local communities	The policy may raise need for new active travel routes and infrastructure, which will need to consider waste management during construction in the long term.	N/A	The policy has neutral effects as there is no reference to waste management, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	O	O	O	I	T	Regional	Waste management infrastrcture, local communities, supply chain, construction industry	The policy may raise need for new active travel routes and infrastructure, which will need to consider the resource efficiency in construction and operation in the long term.	N/A	The policy has neutral effects as there is no reference to recycling, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	+	+	+	D	P	Wider	Transport infrastructure, energy infrastructure	The promotion of active travel may introduce conflict with other modes of transport and impact the transport network operation, careful coordination is required for the long term.	N/A	The policy has positive effects as the encouragement of active travel directly promote a modal shift to sustainable transport and reduces fuel consumption.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	O	O	O	I	T	Regional	Supply chain, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to suppliers, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	O	O	O	I	T	Regional	Water quality, road infrastructure, drainage system	The policy may raise need for new active travel routes and infrastructure, which will need to consider the road drainage systems to avoid future issues in the long term.	N/A	The policy has neutral effects as there is no reference to road drainage, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	O	O	O	I	P	Regional	Road infrastrcture	The policy may raise need for new active travel routes and infrastructure, which will need to consider the materials used in construction to prevent futher issues in the long term.	N/A	The policy has neutral effects as there is no reference to road surfacing, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	O	O	O	I	T	Regional	Green and blue infrastructure, water quality	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	Locating active travel routes close to green and blue infrastrcture could improve active travel experineces and better encourage active travel practices.	The policy has neutral effects as there is no reference to surface water run-off, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	O	O	O	I	T	Regional	Habitats, water quality	The promotion of active travel could enhance air quality and support the development of nature-based solutions in the long term.	N/A	The policy has neutral effects as there is no reference to nature based solutions, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	O	O	O	I	T	Regional	Green and blue infrastructure, habitats, flood risk	The promotion of active travel could enhance air quality and support the development of blue infrastructure in the long term.	Locating active travel routes close to blue infrastructure could improve active travel experineces and better encourage active travel practices.	The policy has neutral effects as there is no reference to flood risks or habitats, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	O	O	O	I	P	Regional	Drainage system, flood risk	The policy may raise need for new active travel routes and infrastructure, which will need to consider the road drainage systems to avoid future issues in the long term.	N/A	The policy has neutral effects as there is no reference to drainage systems, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	O	O	O	I	T	Regional	Drainage system, flood risk	The policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on these land use planning in the long term.	N/A	The policy has neutral effects as there is no reference to land use, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	O	O	O	I	T	Regional	Soil resource, peatland, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to soil resources, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

7	Conserve soil resources and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	O	O	O	I	T	Regional	Soil resource	N/A	N/A	The policy has neutral effects as there is no reference to agricultural soils, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	O	O	O	I	T	Regional	Mineral safeguarding areas	N/A	N/A	The policy has neutral effects as there is no reference to mineral safeguarding areas, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	O	O	O	I	T	Regional	Soil resource, contaminated land	N/A	N/A	The policy has neutral effects as there is no reference to contaminated land, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	O	O	O	I	T	Regional	Cultural and heritage asset, built environment	N/A	Locating active travel routes close to cultural and heritage assets could improve active travel experiences and better encourage active travel practices.	The policy has neutral effects as there is no reference to the protection and enhancement of cultural and heritage assets, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	O	O	O	I	P	Regional	Local communities, cultural and heritage asset, historic and culturally important sites, transport network	N/A	Locating active travel routes close to cultural and heritage assets could improve active travel experiences and better encourage active travel practices.	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the appropriate management of transport infrastructure, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure, natural environment, landscape, built environment	N/A	N/A	The policy has neutral effects there is no reference to landscape or townscape, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	O	O	O	I	T	Regional	Landscape, natural environment	N/A	N/A	The policy has neutral effects there is no reference to protecting landscapes, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	-	-	-	I	P	Regional	Air quality, green and blue infrastructure, landscape, built environment	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	Locating active travel routes close to green and blue infrastructure, and beautiful landscape and townscape could improve active travel experiences and better encourage active travel practices.	The policy has negative effects as there is no reference to green and blue infrastructure or improvement to landscape and townscape, whereas the policy aims to encourage active travel.	Policy could make more explicit reference to improving landscape and townscape in relation to encouraging active travel practices.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	Policy could make more explicit reference to improving landscape and townscape in relation to encouraging active travel practices.

9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	-	-	-	I	T	Regional	Public rights of way	N/A	N/A	The policy has negative effects as there is no reference to the potential impacts on public rights of way, whereas the policy aims to encourage active travel.	Policy could make more explicit reference to protecting public rights of way in relation to encouraging active travel.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	Policy could make more explicit reference to protecting public rights of way in relation to encouraging active travel.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	O	O	O	I	P	Regional	Cultural and heritage asset, built environment	N/A	Locating active travel routes close to high quality buildings and townscapes could improve active travel experiences and better encourage active travel practices.	The policy has neutral effects as there is no reference to buildings or townscapes, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	O	O	O	I	T	Regional	Built environment	The promotion of active travel could introduce safety issues without appropriate measures in place, which will need to be considered in the long term,	N/A	The policy has neutral effects as there is no reference to unnecessary clutter, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	O	O	O	I	T	Regional	Road network, transport network	The promotion of active travel could introduce challenges to traffic and road management, which will need to be considered in the long term.	The reduction of private car use alongside improvement of active travel infrastructure could enhance safety and better encourage active travel on main roads.	The policy has neutral effects as there is no reference to disincentives for private car use, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	+	+	+	D	P	Regional	Local communities, built environment, employment sites, open space, services and facilities	N/A	N/A	The policy has positive effects as there is reference to promoting active travel.	Policy could make more explicit reference to improving accessibility to key services and destinations in relation to the promotion of active travel.	N	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	Policy could make more explicit reference to improving accessibility to key services and destinations in relation to the promotion of active travel.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	O	O	O	I	P	Regional	Local communities, road infrastructure, transport network	N/A	N/A	The policy has neutral effects as there is no reference to improving the quality and availability of active travel infrastructure, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, landscape, road infrastructure	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	Locating active travel routes close to green and blue infrastructure could improve active travel experiences and better encourage active travel practices.	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	+	D	P	Wider	Transport network, transport infrastructure, local communities	The promotion of active travel may introduce conflict with other modes of transport and impact the transport network operation, careful coordination is required for the long term.	N/A	The policy has positive effects as there is reference to promoting active travel.	Policy could make more explicit reference to improving the convenience and accessibility of active travel in relation to encouraging active travel.	N	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	Policy could make more explicit reference to improving the convenience and accessibility of active travel in relation to encouraging active travel.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	O	O	O	I	P	Regional	Transport infrastructure, energy infrastructure	The promotion of active travel may introduce conflict with other modes of transport and impact the transport network operation, careful coordination is required for the long term.	N/A	The policy has neutral effects there is no reference to charging points, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	O	O	O	I	P	Regional	Local communities, built environment, employment sites, housing sites, transport network	N/A	N/A	The policy has neutral effects as there is no reference to coordinating with land use planning to improve active travel infrastructure and journey times, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	O	O	O	I	P	Regional	Local communities, employment sites, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to improving accessibility to key destinations, whereas the policy aims to encourage active travel.	Policy could make more explicit reference to improving accessibility to key destinations in relation to encouraging active travel.	N	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	Policy could make more explicit reference to improving accessibility to key destinations in relation to encouraging active travel.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	–	–	–	D	P	Regional	Local communities, built environment, services and facilities	The promotion of active travel may introduce conflict with other modes of transport and impact journey times, careful coordination is required for the long term.	N/A	The policy has negative effects as there is no reference to improving accessibility to key destinations, however the policy is focused on encouraging active travel.	Policy could make more explicit reference to improving accessibility to services, facilities and amenities in relation to encouraging active travel.	No mitigation identified in 2025.	The policy has not changed.	–	–	–	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	Policy could make more explicit reference to improving accessibility to services, facilities and amenities in relation to encouraging active travel.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	O	O	O	I	T	Regional	Local communities, transport network	The promotion of active travel may introduce conflict with other modes of transport and impact journey times, careful coordination is required for the long term.	N/A	The policy has neutral effects as there is no reference to journey times for passengers and freight, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	+	+	+	I	T	Regional	Local economy, transport network, transport infrastructure	N/A	N/A	The policy has positive effects as the promotion of active travel encourages decarbonisation of transport and may help to optimise the potential economic outcomes for West Yorkshire.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	O	O	O	I	T	Regional	Local economy, transport network, transport infrastructure	The promotion of active travel could contribute to building an effective and resilient transport network in the long term.	N/A	The policy has neutral effects as there is no reference to establishing transport network, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	O	O	O	I	P	Regional	Air quality, employment site, housing site, transport network	N/A	N/A	The policy has neutral effects as there is no reference to improving accessibility to key destinations, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	+	+	+	D	P	Wider	Air quality, local communities, vulnerable population, air quality	N/A	N/A	The policy has positive effects as the promotion of active travel could improve air quality and reduce impacts on the health and wellbeing of all local and wider communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	+	+	+	D	P	Wider	Air quality, local communities	N/A	N/A	The policy has positive effects as the promotion of active travel could improve air quality and reduce impacts on the health and wellbeing of all local and wider communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	O	O	O	I	P	Regional	Built environment, service and facility, transport network	N/A	N/A	The policy has neutral effects as there is no reference to improving accessibility to key destinations, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	–	–	–	D	P	Regional	Employment site, open space, built environment, transport network	N/A	N/A	The policy has negative effects as there is no reference to improving accessibility to key destinations, whereas the policy aims to encourage active travel.	Policy could make more explicit reference to improving accessibility to key destinations in relation to encouraging active travel.	N	The policy has not changed.	–	–	–	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	Policy could make more explicit reference to improving accessibility to key destinations in relation to encouraging active travel.

12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	O	O	O	I	T	Regional	Local communities, transport network	The policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on severance issues in the long term.	N/A	The policy has neutral effects as there is no reference to severance issues, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	-	-	-	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has negative effects as there is no reference to the consideration of the needs of different age groups, whereas the policy aims to encourage active travel.	Policy could make more explicit reference to consideration of the needs of different vulnerable groups in relation to encouraging active travel.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	Policy could make more explicit reference to consideration of the needs of different vulnerable groups in relation to encouraging active travel.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	-	-	-	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has negative effects as there is no reference to inclusive designs and accessibility, whereas the policy aims to encourage active travel.	Policy could make more explicit reference to inclusive designs and accessibility in relation to encouraging active travel.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	Policy could make more explicit reference to inclusive designs and accessibility in relation to encouraging active travel.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities, services and facilities	N/A	N/A	The policy has neutral effects there is no reference to affordability, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	O	O	O	I	P	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to improving connectivity between communities, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	-	-	-	I	P	Regional	Transport network, transport infrastructure, local communities, vulnerable population	The promotion of active travel may introduce conflict with other modes of transport and impact the transport network operation, careful coordination is required for the long term.	N/A	The policy has negative effects as there is no reference to improving accessibility in deprived areas, whereas the policy aims to encourage active travel.	Policy could make more explicit reference to improving accessibility in deprived areas in relation to encouraging active travel.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	Policy could make more explicit reference to improving accessibility in deprived areas in relation to encouraging active travel.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	+	+	+	D	T	Regional	Local communities, transport network	N/A	N/A	The policy has positive effects as there is reference to maketing campaigns and events, which could improve access to information for users of active travel infrastructure.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	-	-	-	I	T	Regional	Local community, built environment, service and facility	N/A	Locating active travel routes close to public realms could improve active travel experineices and better encourage active travel practices.	The policy has negative effects as there is no reference to creating a more welcoming environment for active travel, whereas the policy aims to encourage active travel.	Policy could make more explicit reference to the improvements of public realm and levels of natural surveillance in relation to encouraging active travel.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	Policy could make more explicit reference to the improvements of public realm and levels of natural surveillance in relation to encouraging active travel.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	O	O	O	I	T	Regional	Local community, built environment, service and facility	The promotion of active travel could introduce safety issues without appropriate measures in place, which will need to be considered in the long term,	N/A	The policy has neutral effects as there is no reference to improving safety, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	O	O	O	I	T	Regional	Local community, built environment, service and facility	The promotion of active travel could introduce safety issues without appropriate measures in place, which will need to be considered in the long term,	N/A	The policy has neutral effects as there is no reference to reducing risks imposed by cars and other vehicles, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	O	O	O	I	T	Regional	Local community, built environment, service and facility	The promotion of active travel could introduce challenges to traffic and road management, which will need to be considered in the long term.	N/A	The policy has neutral effects as there is no reference to traffic calming measures, however the policy is focused on encouraging active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	-	-	-	I	T	Regional	Local community, built environment, service and facility	The promotion of active travel could introduce safety issues without appropriate measures in place, which will need to be considered in the long term,	N/A	The policy has negative effects as there is no reference to enhancing road safety, whereas the policy aims to encourage active travel.	Policy could make more explicit reference to enhancing road safety in relation to encouraging active travel.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	Policy could make more explicit reference to enhancing road safety in relation to encouraging active travel.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	O	O	O	I	T	Regional	Local community, air quality, vulnerable population	The policy may raise need for new active travel routes and infrastructure, which will need to consider the construction impacts in the long term.	N/A	The policy has neutral effects there is no reference to construction or operation impacts, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	+	+	+	D	P	Regional	Local community, noise level	N/A	N/A	The policy has positive effects as the promotion of active travel could reduce vibration and reduce impacts on the health and wellbeing of all local and wider communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	+	+	+	D	T	Regional	Local community, air quality, transport infrastructure	N/A	N/A	The policy has positive effects as the promotion of active travel could reduce air pollution and reduce impacts on the health and wellbeing of all local and wider communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	O	O	O	I	P	Regional	Local community, air quality, green and blue infrastructure, built environment	The promotion of active travel could introduce safety issues without appropriate measures in place, which will need to be considered in the long term,	N/A	The policy has neutral effects as there is no reference to improving impacts of transport on local environment, however the policy is focused on encouraging public transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

Policy Name	A4																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	+	+	+	D	P	Regional	Air quality, local communities, vulnerable populations	N/A	N/A	The policy has positive effects as improving access to cycles will reduce emissions and improve air quality.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	+	+	+	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	+	+	+	D	T	Regional	Air quality, local communities, transport network, Road network	N/A	N/A	The policy has positive effects as improving access to cycles will support modal shift away from private car use, reduce emissions and improve air quality.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	+	+	+	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitat	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	O	O	O	I	T	Regional	Air quality, habitats, protected species, biological and geological sites	The promotion of active travel could enhance air quality and support the development of habitats and important sites in the long term.	N/A	The policy has neutral effects as there is no reference to habitats or important sites, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, wildlife corridors and networks	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	O	O	O	I	T	Regional	Green and blue infrastructure	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure connectivity, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	O	O	O	I	P	Regional	Transport infrastructure, wildlife, biodiversity	The promotion of active travel could enhance air quality and support the development of wildlife-friendly approaches in the long term.	N/A	The policy has neutral effects as there is no reference to wildlife-friendly approaches, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	O	O	O	I	P	Regional	Carbon sinks, transport infrastructure	The promotion of active travel could enhance air quality and support the development of carbon sinks in the long term.	N/A	The policy has neutral effects as there is no reference to carbon sinks, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	O	O	O	I	P	Regional	Local communities, green and blue infrastructure	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure accessibility, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?"	O	O	O	I	T	Regional	Natural environment, local nature recovery groups	The promotion of active travel could enhance air quality and support local nature recovery in the long term.	N/A	The policy has neutral effects as there is no reference to local nature recovery, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has neutral effects as there is no reference to public transport, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has neutral effects as there is no reference to private car use, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	+	+	+	D	T	Wider	Transport network, air quality, local communities	N/A	N/A	The policy has positive effects as improving access to cycles will encourage greater carbon efficiency in transport movements.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	+	+	+	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	O	O	O	I	P	Regional	Transport network, air quality, local communities	N/A	N/A	The policy has neutral effects as there is no reference to transport technologies, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	+	+	+	D	P	Regional	Transport network, air quality, local communities	N/A	N/A	The policy has positive effects as there is reference to promote cycling.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	+	+	+	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	+	+	+	I	T	Wider	Transport network, natural environment	The promotion of cycling could enhance air quality and support climate change mitigation and adaptation in the long term.	N/A	The policy has positive effects as improving access to cycles encourages climate change mitigation.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	+	+	+	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	+	+	+	I	T	Regional	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has positive effects as improving access to cycles directly encourages low carbon energy generation in transport.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	The policy has been amended to refer to accessible and inclusive cycle sharing with no explicit reference to energy generation. Therefore, the scoring has changed to 'O'.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	O	O	O	I	P	Regional	Local communities, rural communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to considerations for the needs of rural communities, however the policy is focused on improving access to cycles.	Policy could make more explicit reference to the specific transport needs of rural communities in relation to the the locations to promote access to cycles.	N	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the specific transport needs of rural communities in relation to the the locations to promote access to cycles.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	O	O	O	I	T	Regional	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to low-carbon materials or techniques, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	O	O	O	I	T	Regional	Air quality, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the development or maintenance of transport infrastructure, however the policy is focused on improving access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	+	D	T	Regional	Air quality, transport infrastructure, energy infrastructure, local communities	N/A	N/A	The policy has positive effects as the promotion of a cycling directly support West Yorkshire's net zero target by 2038.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	+	+	+	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	O	O	O	I	T	Regional	Transport network, natural environment, built environment	N/A	N/A	The policy has neutral effects as there is no reference to extreme weather events, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, flood risk	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to floodplains, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to compensatory measures to floodplain land take, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	O	O	O	I	P	Regional	natural environment, built environment, local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to uncertainties in climatic effects, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	O	O	O	I	T	Regional	Flood risk, transport network	N/A	N/A	The policy has neutral effects as there is no reference to flood risks, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	O	O	O	I	T	Regional	Transport network, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to resource efficiency, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	O	O	O	I	T	Regional	Waste management infrastructure, local communities	N/A	N/A	The policy has neutral effects as there is no reference to waste management, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	O	O	O	I	T	Regional	Waste management infrastrcture, local communities, supply chain, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to recycling, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	+	+	+	D	P	Wider	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has positive effects as the promotion of cycling directly promote a modal shift to sustainable transport.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	+	+	+	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	O	O	O	I	T	Regional	Supply chain, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to suppliers, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	O	O	O	I	T	Regional	Water quality, road infrastructure, drainage system	N/A	N/A	The policy has neutral effects as there is no reference to road drainage, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	O	O	O	I	P	Regional	Road infrastrcture	N/A	N/A	The policy has neutral effects as there is no reference to surfacing, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	O	O	O	I	T	Regional	Green and blue infrastructure, water quality	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	O	O	O	I	T	Regional	Habitats, water quality	The promotion of active travel could enhance air quality and support the development of nature based solutions in the long term.	N/A	The policy has neutral effects as there is no reference to nature based solutions, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	O	O	O	I	T	Regional	Green and blue infrastructure, habitats, flood risk	The promotion of active travel could enhance air quality and support the development of blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to blue infrastructure, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	O	O	O	I	P	Regional	Drainage system, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to drainage systems, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	O	O	O	I	T	Regional	Drainage system, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to land use, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	O	O	O	I	T	Regional	Soil resource, peatland, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to soil resources, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	O	O	O	I	T	Regional	Soil resource	N/A	N/A	The policy has neutral effects as there is no reference to agricultural soils, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	O	O	O	I	T	Regional	Mineral safeguarding areas	N/A	N/A	The policy has neutral effects as there is no reference to mineral safeguarding areas, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	O	O	O	I	T	Regional	Soil resource, contaminated land	N/A	N/A	The policy has neutral effects as there is no reference to contaminated land, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	O	O	O	I	T	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to protecting or enhancing cultural and heritage assets, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	O	O	O	I	P	Regional	Local communities, cultural and heritage asset, historic and culturally important sites, transport network	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to transport infrastructure, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure, natural environment, landscape, built environment	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	O	O	O	I	T	Regional	Landscape, natural environment	N/A	N/A	The policy has neutral effects as there is no reference to landscape, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	O	O	O	I	P	Regional	Air quality, green and blue infrastructure, landscape, built environment	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	O	O	O	I	T	Regional	Public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to public rights of way, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	O	O	O	I	P	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to buildings or townscapes, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	O	O	O	I	T	Regional	Built environment	N/A	N/A	The policy has neutral effects as there is no reference to unnecessary clutters, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	O	O	O	I	T	Regional	Road network, transport network	N/A	N/A	The policy has neutral effects as there is no reference to private car use, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	O	O	O	I	P	Regional	Local communities, built environment, employment sites, open space, services and facilities	N/A	N/A	The policy has neutral effects as there is no reference to accessibility to key services, however the policy is focused on access to cycles.	Policy could make more explicit reference to improving access to key services in relation to promoting shared cycle access.	N	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to improving access to key services in relation to promoting shared cycle access.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	++	++	++	D	P	Regional	Local communities, road infrastructure, transport network	N/A	N/A	The policy has positive effects as improving access to cycles directly improves the availability of active travel infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	++	++	++	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, landscape, road infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	+	I	P	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has positive effects as improving access to cycles could promote modal shift to sustainable mode of transport and support the improvement of access to various destinations.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	+	+	+	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	O	O	O	I	P	Regional	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to charging points, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	-	-	-	I	P	Regional	Local communities, built environment, employment sites, housing sites, transport network	N/A	N/A	The policy has negative effects as there is no reference to coordinating with land use planning for the locations to promote access to cycles, whereas the policy aims to improve access to cycles.	Policy could make more explicit reference to land use planning in relation to improving cycle parking and storage in key locations.	N	The policy now references accessible and inclusive promotion of cycle sharing.	-	-	-	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to land use planning in relation to improving cycle parking and storage in key locations.

11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	O	O	O	I	P	Regional	Local communities, employment sites, vulnerable population+CK63	N/A	N/A	The policy has neutral effects as there is no reference to employment, however the policy is focused on improving access to cycles.	Policy could make more explicit reference to improving accessibility to key destinations in relation to improving cycle access.	N	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to improving accessibility to key destinations in relation to improving cycle access.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	+	+	+	I	P	Regional	Local communities, built environment, services and facilities	N/A	N/A	The policy has positive effects as improving access to cycles could support the improvement of sustainable access to various destinations.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	+	+	+	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	O	O	O	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to journey times for passengers and freight, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	+	+	+	I	T	Regional	Local economy, transport network, transport infrastructure	N/A	N/A	The policy has positive effects as the promotion of cycling encourages decarbonisation of transport and may help to optimise the potential economic outcomes for West Yorkshire.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	+	+	+	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	+	+	+	I	T	Regional	Local economy, transport network, transport infrastructure	The promotion of active travel could contribute to building an effective and resilient transport network in the long term.	N/A	The policy has positive effects as the promotion of cycling and working in partnership could contribute to the improvement of transport network and have the potential to attract investment.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	+	+	+	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	O	O	O	I	P	Regional	Air quality, employment site, housing site, transport network	N/A	N/A	The policy has neutral effects as there is no reference to employment and residential growth areas, however the policy is focused on access to cycles.	Policy could make more explicit reference to improving accessibility to major employment and residential growth areas in relation to improving access to cycles.	N	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to improving accessibility to major employment and residential growth areas in relation to improving access to cycles.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	+	+	+	D	P	Wider	Air quality, local communities, vulnerable population, air quality	N/A	N/A	The policy has positive effects as the promotion of cycling could improve air quality and reduce impacts on the health and wellbeing of all local and wider communities.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	+	+	++	The policy has been amended to refer to accessible and inclusive cycle sharing. Therefore, the scoring has changed to very positive for the long term.	It is considered that the policy could be further enhanced by referencing specific measures to promote inclusive cycle sharing, in consideration of the needs of different groups.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	+	+	+	D	P	Wider	Air quality, local communities	N/A	N/A	The policy has positive effects as the promotion of cycling could improve air quality and reduce impacts on the health and wellbeing of all local and wider communities.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	+	+	+	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	O	O	O	I	P	Regional	Built environment, service and facility, transport network	N/A	N/A	The policy has neutral effects as there is no reference to connectivity, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	+	+	+	I	P	Regional	Employment site, open space, built environment, transport network	N/A	N/A	The policy has positive effects as improving access to cycles could support the improvement of sustainable access to various destinations.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	+	+	+	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	It is considered that the policy could be further enhanced by referencing accessibility and connection to key destinations in support of cycle sharing promotion.

12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	O	O	O	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to severance issues, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	-	-	-	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has negative effects as there is no reference to the consideration of the needs of different age groups, whereas the policy aims to improve access to cycles.	Policy could make more explicit reference to consideration of the needs of different vulnerable groups in relation to improving access to cycles.	Partially	The policy now references accessible and inclusive promotion of cycle sharing.	+	+	+	The policy has been amended to refer to inclusive cycle sharing. Therefore, the scoring has increased to positive.	It is considered that the policy could be further enhanced by referencing specific measures to promote inclusive cycle sharing, in consideration of the needs of different groups.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	-	-	-	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has negative effects as there is no reference to inclusive designs and accessibility, whereas the policy aims to improve access to cycles.	Policy could make more explicit reference to inclusive designs and accessibility in relation to improving access to cycles.	Partially	The policy now references accessible and inclusive promotion of cycle sharing.	+	+	+	The policy has been amended to refer to inclusive cycle sharing. Therefore, the scoring has increased to positive.	It is considered that the policy could be further enhanced by referencing specific measures to promote inclusive cycle sharing, in consideration of the needs of different groups.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	+	+	+	I	T	Regional	Transport network, transport infrastructure, local communities, services and facilities	N/A	N/A	The policy has positive effects as improving access to cycles could support the improvement of sustainable access to various destinations.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	+	+	+	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	O	O	O	I	P	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to connectivity, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	-	-	-	D	P	Regional	Transport network, transport infrastructure, local communities, vulnerable population	N/A	N/A	The policy has negative effects as there is no reference to access to active travel in the most deprived areas, whereas the policy aims to improve access to travel.	Policy could make more explicit reference to needs of the most deprived areas in relation to improving access to cycles.	N	The policy now references accessible and inclusive promotion of cycle sharing.	-	-	-	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to needs of the most deprived areas in relation to improving access to cycles.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	-	-	-	D	T	Regional	Local communities, transport network	N/A	N/A	The policy has negative effects as there is no reference to access to information, whereas the policy aims to improve access to travel.	Policy could make more explicit reference to increasing access to information in relation to access to cycles.	N	The policy now references accessible and inclusive promotion of cycle sharing.	-	-	-	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to increasing access to information in relation to access to cycles.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to welcoming environments, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	O	O	O	I	T	Regional	Local community, built environment, service and facility	The large increase in cyclists could introduce safety issues to pedestrians, especially the vulnerable population.	N/A	The policy has neutral effects as there is no reference to public safety, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to road safety, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	O	O	O	I	T	Regional	Local community, built environment, service and facility	The large increase in cyclists could introcute safety issues to pedestrians, especially the vulnerable population.	N/A	The policy has neutral effects as there is no reference to traffic calming measures, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	O	O	O	I	T	Regional	Local community, built environment, service and facility	The large increase in cyclists could introcute safety issues to pedestrians, especially the vulnerable population.	N/A	The policy has neutral effects as there is no reference to road safety, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	O	O	O	I	T	Regional	Local community, air quality, vulnerable population	The promotion on cycles can reduce air and noise pollutions through travel.	N/A	The policy has neutral effects as there is no reference to construction and operation impacts, however the policy focuses on access to cycles.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	O	O	O	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	+	+	+	D	P	Regional	Local community, noise level	N/A	N/A	The policy has positive effects as the promotion of cycling could reduce vibration and reduce impacts on the health and wellbeing of all local and wider communities.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	+	+	+	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	+	+	+	D	T	Regional	Local community, air quality, transport infrastructure	N/A	N/A	The policy has positive effects as the promotion of cycling could reduce air pollution and reduce impacts on the health and wellbeing of all local and wider communities.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	+	+	+	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	+	+	+	D	P	Regional	Local community, air quality, green and blue infrastructure, built environment	The large increase in cyclists could introcute safety issues to pedestrians, especially the vulnerable population.	N/A	The policy has positive effects as the promotion of cycling could improve impacts of transport on local environments and create more amenable areas.	None identified.	No mitigation identified in 2025.	The policy now references accessible and inclusive promotion of cycle sharing.	+	+	+	Although the policy has been amended by referencing inclusive and accessible cycle sharing, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

Policy Name	A5																				
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts	
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	+	+	++	D	P	Regional	Air quality, local communities, vulnerable populations	N/A	N/A	The policy has positive effects as the promotion of active travel will reduce emissions and improve air quality.	None identified.	No mitigation identified in 2025.	The policy noew references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	++	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.	
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	+	+	++	D	T	Regional	Air quality, local communities, transport network, Road network	N/A	N/A	The policy has positive effects as the promotion of active travel will support modal shift away from private car use, reduce emissions and improve air quality.	None identified.	No mitigation identified in 2025.	The policy noew references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	++	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.	
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitat	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on extending active travel network.	None identified.	No mitigation identified in 2025.	The policy noew references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	++	The policy has been amended to refer to integration with blue and green infrastructure. Therefore, the scoring has increased to positive and very positive.	None identified.	
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	-	-	-	I	T	Regional	Mineral safeguarding areas	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term. However the policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on these areas.	N/A	The policy has negative effects as there is no reference to the considerations of avoiding designated habitats and important sites, whereas the policy aims to extend active travel network.	Pollicy could make more explicit reference to avoiding designated habitats and important sites in relation to planning for active travel routes.	Partially	The policy noew references coordination with land use planning and integration with blue and green infrastruccture. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	+	The policy has been amended to refer to coordination with land use planning and integration with blue and green infrastructure, which could help to reduce impacts on biological and geological assets. Therefore, the scoring has increased to positive.	It is considered that the policy could be further enhanced by explicitly referencing designated habitats and important sites.	
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, wildlife corridors and networks	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on extending active travel network.	None identified.	No mitigation identified in 2025.	The policy noew references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	++	The policy has been amended to refer to integration with blue and green infrastructure. Therefore, the scoring has increased to positive and very positive.	None identified.	
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	O	O	O	I	T	Regional	Green and blue infrastructure	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on extending active travel network.	None identified.	No mitigation identified in 2025.	The policy noew references coordination with land use planning and integration with blue and green infrastruccture. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	++	++	The policy has been amended to refer to integration with blue and green infrastructure. Therefore, the scoring has increased to positive and very positive.	None identified.	
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	-	-	-	D	P	Regional	Transport infrastructure, wildlife, biodiversity	The promotion of active travel could enhance air quality and support the development of wildlife-friendly approaches in the long term. However the policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on these areas.	N/A	The policy has negative effects as there is no reference to good designs in support of promoting active travel, whereas the policy aims to exten active travel network.	Pollicy could make more explicit reference to specific good designs in relation to high quality active travel routes.	Partially	The policy noew references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	+	The policy has been amended to refer to coordination with land use planning and integration with blue and green infrastructure, which could help to reduce impacts on biological and geological assets. Therefore, the scoring has increased to positive.	It is considered that the policy could be further enhanced by explicitly referencing best practice design in support of biodiversity net gain and nature recovery.	
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	O	O	O	I	P	Regional	Carbon sinks, transport infrastructure	The promotion of active travel could enhance air quality and support the development of carbon sinks in the long term.	N/A	The policy has neutral effects as there is no reference to carbon sinks, however the policy is focused on extending active travel network.	None identified.	No mitigation identified in 2025.	The policy noew references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.	
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	O	O	O	I	P	Regional	Local communities, green and blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on extending active travel network.	None identified.	No mitigation identified in 2025.	The policy noew references coordination with land use planning and integration with blue and green infrastruccture. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	+	The policy has been amended to refer to integration with blue and green infrastructure. Therefore, the scoring has increased to positive and very positive.	None identified.	

2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?"	O	O	O	I	T	Regional	Natural environment, local nature recovery groups	The promotion of active travel could enhance air quality and support local nature recovery in the long term.	N/A	The policy has neutral effects as there is no reference to Local Nature Recovery Strategy or local nature recovery groups, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	+	+	+	D	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has positive effects as there is reference to integrating active travel with the public transport network, which could enhance the accessibility to public transport.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	+	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities	The promotion of active travel may introduce conflict with other modes of transport and impact the transport network operation, careful coordination is required for the long term.	N/A	The policy has neutral effects as there is no reference to reduction in private car use, however the policy is focused on extending active travel network.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	+	+	+	D	T	Regional	Transport network, air quality, local communities	N/A	N/A	The policy has positive effects as the promotion of active travel directly encourages greater carbon efficiency.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	++	The policy has been amended to refer to coordination with land use planning and integration with blue and green infrastructure, which could further promote active travel. Therefore, the scoring has increased to very positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	O	O	O	I	P	Wider	Transport network, air quality, local communities	N/A	N/A	The policy has neutral effects as there is no reference to transport technologies, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	+	+	++	D	P	Wider	Transport network, air quality, local communities	The promotion of active travel could introduce challenges to traffic and road management, which will need to be considered in the long term.	N/A	The policy has positive effects as there is reference to extending active travel network.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	++	++	The policy has been amended to refer to coordination with land use planning and integration with blue and green infrastructure, which could further promote active travel. Therefore, the scoring has increased to very positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	+	+	+	I	T	Wider	Transport network, natural environment	The promotion of active travel could enhance air quality and support climate change mitigation and adaptation in the long term.	N/A	The policy has positive effects as the promotion of active travel encourages climate change mitigation.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	+	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	O	O	O	I	T	Regional	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to energy generation, however the policy is focused on extending active travel network.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	O	O	O	I	P	Regional	Local communities, rural communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to rural communities, however the policy is focused on extending active travel network.	Policy could make more explicit reference to the needs of rural communities in relation to improving connectivity of active travel routes.	Partially	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	+	The policy has been amended to refer to coordination with land use planning alongside joining up disconnected areas, which could help to address needs of rural communities. Therefore, the scoring has increased to positive.	It is considered that the policy could be further enhanced by explicitly referencing the needs of rural communities.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	O	O	O	I	T	Wider	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to low carbon materials or technologies, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	+	+	+	D	T	Regional	Air quality, transport infrastructure	N/A	N/A	The policy has positive effects as there is reference to improving and extending the active travel network, which would support the minimisation of embedded emissions through new infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	+	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	+	D	T	Regional	Air quality, transport infrastructure, energy infrastructure, local communities	N/A	N/A	The policy has positive effects as the promotion of active travel directly support West Yorkshire's net zero target by 2038.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	++	The policy has been amended to refer to coordination with land use planning and integration with blue and green infrastructure, which could further promote active travel. Therefore, the scoring has increased to very positive.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	O	O	O	I	T	Wider	Transport network, natural environment, built environment	N/A	N/A	The policy has neutral effects as there is no reference to extreme weather events, however the policy is focused on extending active travel network.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, flood risk	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on extending active travel network.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	+	The policy has been amended to refer to integration with blue and green infrastructure. Therefore, the scoring has increased to positive.	It is considered that the policy could be further enhanced by explicitly referencing flood risk management and habitat creation opportunities associated with green and blue infrastructure.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to floodplains, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to compensatory measures for floodplain land take, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	O	O	O	I	P	Wider	natural environment, built environment, local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to the consideration of uncertainties in climatic effects, however the policy is focused on extending active travel network.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	O	O	O	I	T	Regional	Flood risk, transport network	N/A	N/A	The policy has neutral effects as there is no reference to flood risks, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	-	-	-	I	T	Regional	Transport network, energy infrastructure	N/A	N/A	The policy has negative effects as there is no reference to resource efficiency, whereas the policy aims to extend active travel network.	Policy could make more explicit reference to resource efficiency in relation to the construction of new active travel routes.	N	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	-	-	-	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to resource efficiency in relation to the construction of new active travel routes.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	O	O	O	I	T	Regional	Waste management infrastructure, local communities	The policy may raise need for new active travel routes and infrastructure, which will need to consider waste management during construction in the long term.	N/A	The policy has neutral effects as there is no reference to waste management, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	O	O	O	I	T	Regional	Waste management infrastrcture, local communities, supply chain, construction industry	The policy may raise need for new active travel routes and infrastructure, which will need to consider the resource efficiency in construction and operation in the long term.	N/A	The policy has neutral effects as there is no reference to recycling, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	+	+	+	D	P	Wider	Transport infrastructure, energy infrastructure	The promotion of active travel may introduce conflict with other modes of transport and impact the transport network operation, careful coordination is required for the long term.	N/A	The policy has positive effects as the promotion of active travel directly promote a modal shift to sustainable transport and reduces fuel consumption.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	++	The policy has been amended to refer to coordination with land use planning and integration with blue and green infrastructure, which could further promote active travel. Therefore, the scoring has increased to very positive.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	O	O	O	I	T	Regional	Supply chain, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to suppliers, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	O	O	O	I	T	Regional	Water quality, road infrastructure, drainage system	The policy may raise need for new active travel routes and infrastructure, which will need to consider the road drainage systems to avoid future issues in the long term.	N/A	The policy has neutral effects as there is no reference to road drainage, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	-	-	-	I	P	Regional	Road infrastrcture	N/A	N/A	The policy has negative effects as there is no reference to road surfacing, whereas the policy aims to extend active travel routes.	Policy could make more explicit reference to minimising the use of impermeable hard surfacing in relation to the construction of new active travel infrastructure.	N	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	-	-	-	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to minimising the use of impermeable hard surfacing in relation to the construction of new active travel infrastructure.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	O	O	O	I	T	Regional	Green and blue infrastructure, water quality	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on extending active travel network.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	O	O	O	I	T	Regional	Habitats, water quality	The promotion of active travel could enhance air quality and support the development of nature-based solutions in the long term.	N/A	The policy has neutral effects as there is no reference to nature based solutions, however the policy is focused on extending active travel network.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	O	O	O	I	T	Regional	Green and blue infrastructure, habitats, flood risk	The promotion of active travel could enhance air quality and support the development of blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to blue infrastructure, however the policy is focused on extending active travel network.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	+	The policy has been amended to refer to integration with blue and green infrastructure. Therefore, the scoring has increased to positive.	It is considered that the policy could be further enhanced by explicitly referencing flood risk management and habitat creation opportunities associated with green and blue infrastructure.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	-	-	-	I	P	Regional	Drainage system, flood risk	N/A	N/A	The policy has negative effects as there is no reference to drainage systems, however the policy is likely to introduce new road infrastructure.	Policy could make more explicit reference to sufficient drainage systems when creating new road infrastructure through reallocating road spaces.	N	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	-	-	-	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to sufficient drainage systems when creating new road infrastructure through reallocating road spaces.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	O	O	O	I	T	Regional	Drainage system, flood risk	The policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on these land use planning in the long term.	N/A	The policy has neutral effects as there is no reference to land use, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	O	O	O	I	T	Regional	Soil resource, peatland, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to soil resources, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

7	Conserve soil resources and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	O	O	O	I	T	Regional	Soil resource	N/A	N/A	The policy has neutral effects as there is no reference to agricultural soils, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	-	-	-	I	T	Regional	Mineral safeguarding areas	The policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on these land use planning, including mineral safeguarding areas in the long term.	N/A	The policy has negative effects as there is no reference to the considerations of avoiding mineral safeguarding areas, whereas the policy aims to extend active travel routes.	Policy could make more explicit reference to avoiding mineral safeguarding areas in relation to planning and managing active travel network.	Partially	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	+	The policy has been amended to refer to coordination with land use planning, which could help to avoid mineral safeguarding areas. Therefore, the scoring has increased to positive.	It is considered that the policy could be further enhanced by explicitly referencing avoiding mineral safeguarding areas.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	O	O	O	I	T	Regional	Soil resource, contaminated land	N/A	N/A	The policy has neutral effects as there is no reference to contaminated land, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	O	O	O	I	T	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	-	-	-	D	P	Regional	Local communities, cultural and heritage asset, historic and culturally important sites, transport network	N/A	N/A	The policy has negative effects as there is no reference to improving accessibility to key destinations, whereas the policy aims to extend active travel network.	Policy could make more explicit reference to improving accessibility to key destinations in relation to extending active travel network.	Partially	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	+	The policy has been amended to refer to coordination with land use planning, which could help to connect important sites. Therefore, the scoring has increased to positive.	It is considered that the policy could be further enhanced by explicitly referencing access to historic and cultural sites.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	-	-	-	I	T	Regional	Cultural and heritage asset, transport infrastructure	N/A	N/A	The policy has negative effects as there is no reference to the appropriate management of transport infrastructure, whereas the policy aims to promote active travel.	Policy could make more explicit reference to the appropriate management of transport in relation to the integration of active travel.	N	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	-	-	-	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the appropriate management of transport in relation to the integration of active travel.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure, natural environment, landscape, built environment	N/A	N/A	The policy has neutral effects there is no reference to landscape or townscape, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	-	-	-	I	T	Regional	Landscape, natural environment	The policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on these land use planning, including protecting designated landscapes and their settings in the long term.	N/A	The policy has negative effects as there is no reference to the considerations of protecting nationally designated landscapes and their settings, whereas the policy aims to extend active travel network.	Policy could make more explicit reference to avoiding impacts on nationally designated landscapes and their settings in relation to planning and managing active travel infrastructure.	Partially	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	+	The policy has been amended to refer to coordination with land use planning, which could help to reduce impact on designated landscapes. Therefore, the scoring has increased to positive.	It is considered that the policy could be further enhanced by explicitly referencing access to designated landscapes.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	O	O	O	I	P	Regional	Air quality, green and blue infrastructure, landscape, built environment	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on extending active travel network.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	+	The policy has been amended to refer to integration with blue and green infrastructure to promote active travel. Therefore, the scoring has increased to positive.	It is considered that the policy could be further enhanced by explicitly referencing protection and enhancement of green and blue infrastructure in relation to improved landscape and townscape.

9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	-	-	-	I	T	Regional	Public rights of way	N/A	N/A	The policy has negative effects as there is no reference to the potential impacts on public rights of way, whereas the policy aims to extend active travel network.	Policy could make more explicit reference to protecting public rights of way in relation to the construction and operation of active travel.	N	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	-	-	-	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to protecting public rights of way in relation to the construction and operation of active travel.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	O	O	O	I	P	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to buildings or townscapes, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	O	O	O	I	T	Regional	Built environment	The promotion of active travel could introduce safety issues without appropriate measures in place, which will need to be considered in the long term,	N/A	The policy has neutral effects there is no reference to removing unnecessary clutter, however the policy is focused on extending active travel network.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	O	O	O	I	T	Regional	Road network, transport network	The promotion of active travel could introduce challenges to traffic and road management, which will need to be considered in the long term.	N/A	The policy has neutral effects as there is no reference to disincentives for private car use, however the policy is focused on extending active travel network.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	+	+	+	D	P	Regional	Local communities, built environment, employment sites, open space, services and facilities	N/A	N/A	The policy has positive effects as extending the active travel network can promote accessibility.	Policy could make more explicit reference to improving accessibility to key services and destinations in relation to extending active travel network.	Y	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	++	The policy has been amended to refer to coordination with land use planning, which could promote accessibility to key services and facilities. Therefore, the scoring has increased to very positive.	It is considered that the policy could be further enhanced by explicitly referencing accessibility to employment sites.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	+	++	++	D	P	Regional	Local communities, road infrastructure, transport network	N/A	N/A	The policy has positive effects as there is reference to delivering high quality facilities, improving availability and connectivity for active travel.	Policy could make more explicit reference to the specific types of facilities that improve the quality and availability of active travel.	Y	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	++	++	++	The policy has been amended to refer to integration with blue and green infrastructure to promote active travel. Therefore, the scoring has increased to very positive.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, landscape, road infrastructure	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on extending active travel network.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	++	++	++	The policy has been amended to refer to integration with blue and green infrastructure to promote active travel. Therefore, the scoring has increased to very positive.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	+	D	P	Regional	Transport network, transport infrastructure, local communities	The promotion of active travel may introduce conflict with other modes of transport and impact the transport network operation, careful coordination is required for the long term.	N/A	The policy has positive effects as the extension of active travel network directly promote a modal shift to sustainable transport and improves the convenience of active travel.	Policy could make more explicit reference to the specific types of facilities that improve the convenience and accessibility of active travel.	Y	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	++	The policy has been amended to refer to coordination with land use planning and integration with blue and green infrastructure to promote active travel. Therefore, the scoring has increased to very positive.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	O	O	O	I	P	Regional	Transport infrastructure, energy infrastructure	The promotion of active travel may introduce conflict with other modes of transport and impact the transport network operation, careful coordination is required for the long term.	N/A	The policy has neutral effects there is no reference to charging points, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	-	-	-	I	P	Regional	Local communities, built environment, employment sites, housing sites, transport network	N/A	N/A	The policy has negative effects as there is no reference to coordinating with land use planning to improve active travel infrastructure, whereas the policy aims to extend active travel network.	Policy could make more explicit reference to coordinating with land use planning to improve active travel infrastructure in relation to the planning and managing the active travel network.	Y	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	++	The policy has been amended to refer to coordination with land use planning. Therefore, the scoring has increased to very positive.	It is considered that the policy could be further enhanced by explicitly referencing accessibility to new housing and employment sites.

11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	O	O	O	I	P	Regional	Local communities, employment sites, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to employment, however the policy is focused on extending active travel network.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	+	The policy has been amended to refer to coordination with land use planning, which could promote accessibility to key sites. Therefore, the scoring has increased to positive.	It is considered that the policy could be further enhanced by explicitly referencing accessibility to employment and skills development opportunities, in consideration of areas with high unemployment rate.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	+	+	+	D	P	Regional	Local communities, built environment, services and facilities	N/A	N/A	The policy has positive effects as there is reference to extending active travel network which improves accessibility for all users.	Policy could make more explicit reference to improving accessibility to key services and destinations in relation to extending active travel network.	Y	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	++	++	The policy has been amended to refer to coordination with land use planning. Therefore, the scoring has increased to very positive.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	O	O	O	I	T	Regional	Local communities, transport network	The promotion of active travel may introduce conflict with other modes of transport and impact journey times, careful coordination is required for the long term.	N/A	The policy has neutral effects as there is no reference to journey times for passengers and freight, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	+	+	+	I	T	Regional	Local economy, transport network, transport infrastructure		N/A	The policy has positive effects as the promotion of active travel encourages decarbonisation of transport and may help to optimise the potential economic outcomes for West Yorkshire.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	+	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	+	+	+	I	T	Regional	Local economy, transport network, transport infrastructure	The promotion of active travel could contribute to building an effective and resilient transport network in the long term.	N/A	The policy has positive effects as the promotion of active travel may increase investments for West Yorkshire.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	+	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	-	-	-	D	P	Regional	Air quality, employment site, housing site, transport network		N/A	The policy has negative effects as there is no reference to improving accessibility to key destinations, whereas the policy aims to extend active travel network.	Policy could make more explicit reference to improving accessibility in relation to extending active travel network.	Y	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	++	The policy has been amended to refer to coordination with land use planning. Therefore, the scoring has increased to very positive.	It is considered that the policy could be further enhanced by explicitly referencing accessibility to new housing and employment sites.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	+	+	+	D	P	Wider	Air quality, local communities, vulnerable population, air quality		N/A	The policy has positive effects as the promotion of active travel could improve air quality and reduce impacts on the health and wellbeing of all local and wider communities.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	++	The policy has been amended to refer to coordination with land use planning and integration with blue and green infrastructure. Therefore, the scoring has increased to very positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	+	+	+	D	P	Wider	Air quality, local communities		N/A	The policy has positive effects as the promotion of active travel could improve air quality and reduce impacts on the health and wellbeing of all local and wider communities.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	++	The policy has been amended to refer to coordination with land use planning and integration with blue and green infrastructure. Therefore, the scoring has increased to very positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	-	-	-	D	P	Regional	Built environment, service and facility, transport network		N/A	The policy has negative effects as there is no reference to improving accessibility to key destinations, whereas the policy aims to extend active travel network.	Policy could make more explicit reference to improving accessibility to key destinations in relation to extending active travel network.	Y	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	+	The policy has been amended to refer to coordination with land use planning, which could support enhanced accessibility to services and facilities.	It is considered that the policy could be further enhanced by explicitly referencing accessibility to healthcare services and educational facilities.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	O	O	O	I	P	Regional	Employment site, open space, built environment, transport network		N/A	The policy has neutral effects as there is no reference to open space, recreational activities, and employment locations, however the policy is focused on extending active travel network.	Policy could make more explicit reference to improving accessibility to key destinations in relation to extending active travel network.	Y	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	+	The policy has been amended to refer to coordination with land use planning, which could support enhanced accessibility to services and facilities.	It is considered that the policy could be further enhanced by explicitly referencing accessibility to recreational activities and employment locations.

12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	-	-	-	I	T	Regional	Local communities, transport network	The policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on severance issues in the long term.	N/A	The policy has negative effects as there is no reference to the consideration of potential severance issues, whereas the policy aims to extend active travel network.	Policy could make more explicit reference to consideration of potential severance issues in relation to the construction and operation of active travel infrastructure.	N	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	-	-	-	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to consideration of potential severance issues in relation to the construction and operation of active travel infrastructure.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	O	O	O	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to the consideration of the needs of different age groups, however the policy is focused on extending active travel network.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	-	-	-	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has negative effects as there is no reference to inclusive designs and accessibility, whereas the policy aims to extend active travel network.	Policy could make more explicit reference to inclusive designs and accessibility in relation to the design of active travel network.	N	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	-	-	-	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to inclusive designs and accessibility in relation to the design of active travel network.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	+	+	+	D	T	Regional	Transport network, transport infrastructure, local communities, services and facilities	N/A	N/A	The policy has positive effects there is reference to extending active travel network, which improves affordable transport options.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	++	The policy has been amended to refer to coordination with land use planning, which could support enhanced accessibility to services and facilities.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	+	+	++	D	P	Regional	Local communities, transport network	N/A	N/A	The policy has positive effects as there is reference to improving connectivity between disconnected areas.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	++	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	+	+	+	I	P	Regional	Transport network, transport infrastructure, local communities, vulnerable population	The promotion of active travel may introduce conflict with other modes of transport and impact the transport network operation, careful coordination is required for the long term.	N/A	The policy has positive effects as there is reference to improving connectivity between disconnected areas, which could cover the most deprived areas.	Policy could make more explicit reference to accessibility in deprived areas in relation to the joining up areas.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	+	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	It is considered that the policy could be further enhanced by explicitly referencing the needs of the most deprived areas.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	O	O	O	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to improving access to information, however the policy is focused on extending active travel network.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to creating a more welcoming environment for active travel, however the policy is focused on extending active travel network.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	O	O	O	I	T	Regional	Local community, built environment, service and facility	The promotion of active travel could introduce safety issues without appropriate measures in place, which will need to be considered in the long term,	N/A	The policy has neutral effects as there is no reference to public safety, however the policy is focused on extending active travel network.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	O	O	O	I	T	Regional	Local community, built environment, service and facility	The promotion of active travel could introduce safety issues without appropriate measures in place, which will need to be considered in the long term,	N/A	The policy has neutral effects as there is no reference to road safety, however the policy is focused on extending active travel network.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	O	O	O	I	T	Regional	Local community, built environment, service and facility	The promotion of active travel could introduce challenges to traffic and road management, which will need to be considered in the long term.	N/A	The policy has neutral effects as there is no reference to traffic calming measures, however the policy is focused on extending active travel network.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	O	O	O	I	T	Regional	Local community, built environment, service and facility	The promotion of active travel could introduce safety issues without appropriate measures in place, which will need to be considered in the long term,	N/A	The policy has neutral effects as there is no reference to enhancing road safety, however the policy is focused on extending active travel network.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	O	O	O	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	?	?	?	I	T	Regional	Local community, air quality, vulnerable population	The policy may raise need for new active travel routes and infrastructure, which will need to consider the construction impacts in the long term.	N/A	The policy has uncertain effects as there is no reference to mitigations for construction impacts, however the promotion of active travel could improve operation impacts.	Policy could make more explicit reference to reducing impacts on resident in relation to the the construction and operation of active travel network.	N	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	?	?	?	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to reducing impacts on resident in relation to the the construction and operation of active travel network.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	+	+	+	D	P	Regional	Local community, noise level	N/A	N/A	The policy has positive effects as the promotion of active travel could reduce vibration and reduce impacts on the health and wellbeing of all local and wider communities.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	+	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	+	+	+	D	T	Regional	Local community, air quality, transport infrastructure	N/A	N/A	The policy has positive effects as the promotion of active travel could reduce air pollution and reduce impacts on the health and wellbeing of all local and wider communities.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	+	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	+	+	+	D	P	Regional	Local community, air quality, noise level, green and blue infrastructure, built environment	The promotion of active travel could introduce safety issues without appropriate measures in place, which will need to be considered in the long term,	N/A	The policy has positive impacts as the integration of active travel with the transport network could improve impacts of transport in terms of air quality improvement and noise reduction.	None identified.	No mitigation identified in 2025.	The policy now references coordination with land use planning and integration with blue and green infrastructure. Reference to strategic, region-wide Active Travel Network is replaced with Weaver Network.	+	+	+	Although the policy has been amended by referencing coordination with land use, integration with blue and green infrastructure, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

Policy Name	A6																				
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanant	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts	
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	+	+	++	D	P	Regional	Air quality, local communities, vulnerable populations	N/A	N/A	The policy has positive effects as the promotion of active travel will reduce emissions and improve air quality.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	+	+	++	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.	
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	+	+	++	D	T	Regional	Air quality, local communities, transport network, Road network	N/A	N/A	The policy has positive effects as the promotion of active travel will support modal shift away from private car use, reduce emissions and improve air quality.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	+	+	++	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.	
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitat	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy focuses on improving safety for active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.	
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	O	O	O	I	T	Regional	Air quality, habitats, protected species, biological and geological sites	The promotion of active travel could enhance air quality and support the development of habitats and important sites in the long term.	N/A	The policy has neutral effects as there is no reference to habitats or important sites, however the policy focuses on improving safety for active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.	
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, wildlife corridors and networks	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy focuses on improving safety for active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.	
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	O	O	O	I	T	Regional	Green and blue infrastructure	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure connectivity, however the policy focuses on improving safety for active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.	
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	O	O	O	I	P	Regional	Transport infrastructure, wildlife, biodiversity	The promotion of active travel could enhance air quality and support the development of wildlife-friendly approaches in the long term.	N/A	The policy has neutral effects as there is no reference to wildlife-friendly approaches, however the policy focuses on improving safety for active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.	
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	O	O	O	I	P	Regional	Carbon sinks, transport infrastructure	The promotion of active travel could enhance air quality and support the development of carbon sinks in the long term.	N/A	The policy has neutral effects as there is no reference to carbon sinks, however the policy is focused on improving safety for active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.	
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	-	-	-	D	P	Regional	Local communities, green and blue infrastructure	N/A	Creating and enhancing green and blue infrastructure within neighbourhoods could greatly improve the perceived safety for active travel.	The policy has negative effects as there is no reference to improving accessibility to of local communities to green and blue infrastructure, whereas the policy aims to improve safety of neighbourhoods.	Policy could make more explicit reference to improving accessibility to green and blue infrastructure within neighbourhoods in relation to enhancing perceived safety of active travel.	N	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	-	-	-	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to improving accessibility to green and blue infrastructure within neighbourhoods in relation to enhancing perceived safety of active travel.	
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?'	O	O	O	I	T	Regional	Natural environment, local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to local nature recovery, however the policy focuses on improving safety for active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.	

3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has neutral effects as there is no reference to public transport, however the policy focuses on improving safety for active travel.	Policy could make more explicit reference to enhancing public transport availability, affordability, and accessibility in relation to promoting multi-modal journeys.	N	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to enhancing public transport availability, affordability, and accessibility in relation to promoting multi-modal journeys.
3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	+	+	+	I	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has positive effects as there is reference to mitigate traffic, which could reduce private car use.	Policy could make more explicit reference to disincentives for private car use within neighbourhoods in relation to enhancing safety for active travel.	N	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	+	+	+	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to disincentives for private car use within neighbourhoods in relation to enhancing safety for active travel.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	+	+	+	D	T	Wider	Transport network, air quality, local communities	N/A	N/A	The policy has positive effects as the promotion of active travel directly encourages greater carbon efficiency.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	+	+	+	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	O	O	O	I	P	Wider	Transport network, air quality, local communities	N/A	N/A	The policy has neutral effects as there is no reference to transport technologies, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	+	+	+	D	P	regional	Transport network, air quality, local communities	N/A	N/A	The policy has positive effects as improving safety for active travel can promote low-carbon passenger travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	+	+	++	The policy has been amended to refer to improving active travel environments,. Therefore, the scoring has increased to very positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	+	+	+	I	T	Wider	Transport network, natural environment	The promotion of active travel could enhance air quality and support climate change mitigation and adaptation in the long term.	N/A	The policy has positive effects as the promotion of active travel encourages climate change mitigation.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	+	+	+	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	O	O	O	I	T	Regional	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to energy generation, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	-	-	-	D	P	Regional	Local communities, rural communities, transport network	N/A	N/A	The policy has negative effects as there is no reference to considerations for the needs of rural communities, whereas the policy aims to improve safety for active travel.	Policy could make more explicit reference to the specific transport needs of rural communities in relation to the safety for active tra.	Partially	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	+	+	+	The policy has been amended to refer to joining up neighbourhoods, which could improve connectivity of rural communities.Therefore, the scoring has increased to positive.	It is considered that the policy could be further enhanced by explicitly referencing the needs of rural communitites.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	O	O	O	I	T	Regional	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to low carbon materials and techniques, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	O	O	O	I	T	Regional	Air quality, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to development or maintenance of infrastructure, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	+	D	T	Regional	Air quality, transport infrastructure, energy infrastructure, local communities	N/A	N/A	The policy has positive effects as the promotion of active travel directly support West Yorkshire's net zero target by 2038.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	+	+	+	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	-	-	-	I	T	Wider	Transport network, natural environment, built environment	N/A	N/A	The policy has negative effects as there is no reference to extreme weather events, whereas the policy aims to improve safety of active travel.	Policy could make more explicit reference to eviction plans during extreme weather events in relation to active travel practices.	N	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	-	-	-	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to eviction plans during extreme weather events in relation to active travel practices.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to flood risks, however the policy focuses on improving safety for active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to floodplains, however the policy focuses on improving safety for active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to compensatory measure for floodplain land take, however the policy focuses on improving safety for active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	-	-	-	I	P	Wider	natural environment, built environment, local communities, transport network	N/A	N/A	The policy has negative effects as there is no reference to uncertainties in climatic effects, whereas the policy aims to improve safety for active travel.	Policy could make more explicit reference to eviction plans during extreme weather events in relation to active travel practices.	N	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	-	-	-	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to eviction plans during extreme weather events in relation to active travel practices.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	O	O	O	I	T	Regional	Flood risk, transport network	N/A	N/A	The policy has neutral effects as there is no reference to flood risks, however the policy focuses on improving safety for active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	O	O	O	I	T	Regional	Transport network, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to resource efficiency, however the policy focuses on improving safety for active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	O	O	O	I	T	Regional	Waste management infrastructure, local communities	N/A	N/A	The policy has neutral effects as there is no reference to waste management, however the policy focuses on improving safety for active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	O	O	O	I	T	Regional	Waste management infrastructure, local communities, supply chain, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to public transport, however the policy focuses on improving safety for active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	+	+	+	D	P	Wider	Transport infrastructure, energy infrastructure	The promotion of active travel may introduce conflict with other modes of transport and impact the transport network operation, careful coordination is required for the long term.	N/A	The policy has positive effects as the promotion of active travel directly promote a modal shift to sustainable transport and reduces fuel consumption.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	+	+	++	The policy has been amended to refer to joining up neighbourhoods and improving active travel environments, which could further promote active travel. Therefore, the scoring has increased to very positive.	None identified.

5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	O	O	O	I	T	Regional	Supply chain, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to suppliers, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	O	O	O	I	T	Regional	Water quality, road infrastructure, drainage system	The policy may raise need for new active travel routes and infrastructure, which will need to consider the road drainage systems to avoid future issues in the long term.	N/A	The policy has neutral effects as there is no reference to road drainage, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	O	O	O	I	P	Regional	Road infrastrucrture	N/A	N/A	The policy has neutral effects as there is no reference to surfacing, however the policy is focused on improving safety of active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	O	O	O	I	T	Regional	Green and blue infrastructure, water quality	N/A	N/A	The policy has neutral effects as there is no reference to surface water run off, however the policy is focused on improving safety of active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	O	O	O	I	T	Regional	Habitats, water quality	N/A	N/A	The policy has neutral effects as there is no reference to nature-based solutions for habitats, however the policy is focused on improving safety of active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	O	O	O	I	T	Regional	Green and blue infrastructure, habitats, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to flood risks, however the policy is focused on improving safety of active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	O	O	O	I	P	Regional	Drainage system, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to drainage systems, however the policy is focused on improving safety of active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	O	O	O	I	T	Regional	Drainage system, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to land use, however the policy is focused on improving safety of active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	O	O	O	I	T	Regional	Soil resource, peatland, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to soil resources, however the policy is focused on improving safety of active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	O	O	O	I	T	Regional	Soil resource	N/A	N/A	The policy has neutral effects as there is no reference to agricultural soils, however the policy is focused on improving safety of active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	O	O	O	I	T	Regional	Mineral safeguarding areas	N/A	N/A	The policy has neutral effects as there is no reference to mineral safeguarding areas, however the policy is focused on improving safety of active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	O	O	O	I	T	Regional	Soil resource, contaminated land	N/A	N/A	The policy has neutral effects as there is no reference to contaminated land, however the policy is focused on improving safety of active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	O	O	O	I	T	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	O	O	O	I	P	Regional	Local communities, cultural and heritage asset, historic and culturally important sites, transport network	N/A	N/A	The policy has neutral effects as there is no reference to accessibility, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure, landscape, built environment	N/A	N/A	The policy has neutral effects as there is no reference to landscape or townscape, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	O	O	O	I	T	Regional	Landscape, natural environment	N/A	N/A	The policy has neutral effects as there is no reference to designated landscapes, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	-	-	-	I	P	Regional	Air quality, green and blue infrastructure, landscape, built environment	N/A	Creating and enhancing green and blue infrastructure within neighbourhoods could greatly improve the perceived safety for active travel.	The policy has negative effects as there is no reference to enhancing green and blue infrastructure to create improved ladscape and townscape, whereas the policy aims to improve safety of neighbourhoods.	Policy could make more explicit reference to enhancing green and blue infrastructure to improve the landscape and townscape within neighbourhoods in relation to enhancing perceived safety of active travel.	N	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	-	-	-	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to enhancing green and blue infrastructure to improve the landscape and townscape within neighbourhoods in relation to enhancing perceived safety of active travel.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	-	-	-	I	T	Regional	Public rights of way	N/A	N/A	The policy has negative effects as there is no reference to protecting public rights of way, whereas the policy aims to improve safety of active travel.	Policy could make more explicit reference to protecting puclic rights of way in relation to promoting safety for walking.	N	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	-	-	-	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to protecting puclic rights of way in relation to promoting safety for walking.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	O	O	O	I	P	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to enhancing buildings and townscapes to maintaing sense of place, however the policy is focused on improving safety of active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	-	-	-	I	T	Regional	Built environment	N/A	N/A	The policy has negative effects as there is no reference to removing unnecessary clutter, whereas the policy aims to improve safety of active travel.	Policy could make more explicit reference to removing unnecessary clutters in relation to improving safety for active travel.	N	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	-	-	-	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is consiered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to removing unnecessary clutters in relation to improving safety for active travel.

10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	+	+	+	D	T	Regional	Road network, transport network	N/A	N/A	The policy has positive effects as there is reference to restricting traffic in residential areas.	Policy could make more explicit reference to specific disincentives for private car use within neighbourhoods in relation to enhancing safety for active travel.	N	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	+	+	+	Although the policy has been amended by referencing joining up neighbourhoods and improving ctive travel through reducing non-local traffic, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to specific disincentives for private car use within neighbourhoods in relation to enhancing safety for active travel.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	+	+	+	D	P	Regional	Local communities, built environment, employment sites, open space, services and facilities	N/A	N/A	The policy has positive effects as improving safety for active travel can promote accessibility for all users.	Policy could mak more explicit reference to improving accessibility to key services in relation to promoting active travel.	Partially	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	+	+	++	The policy has been amended to refer to joining up neighbourhoods and improving active travel environments, which could help to improve accessibility of active travel. Therefore, the scoring has increased to very positive.	It is considered that the policy could be further enhanced by explicitly referencing accessibility to key services and facilities, employment sites and open space.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	O	O	O	I	P	Regional	Local communities, road infrastructure, transport network	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure, however the policy is focused on improving safety of active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	+	+	+	The policy has been amended to refer to improving active travel environments,. Therefore, the scoring has increased to positive.	It is considered that the policy could be further enhanced by explicitly referencing specific measures to improve the quality and availability of active travel infrastructure.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	-	-	-	I	T	Regional	Air quality, green and blue infrastructure, landscape, road infrastructure	N/A	Locating active travel routes close to green and blue infrastructure could improve active travel experiences and sense of safety.	The policy has negative effects as there is no reference to exploring synergies with green and blue infrastructure to enhance active travel routes, whereas the policy aims to improve safety of neighbourhoods.	Policy could make more explicit reference to exploring synergies with green and blue infrastructure within neighbourhoods in relation to enhancing safety of active travel routes.	N	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	-	-	-	Although the policy has been amended by referencing joining up neighbourhoods and improving active travel through reducing non-local traffic, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to exploring synergies with green and blue infrastructure within neighbourhoods in relation to enhancing safety of active travel routes.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	+	D	P	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has positive effects as the promotion of active travel directly promote a modal shift to sustainable transport and improves the convenience of active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	+	+	++	The policy has been amended to refer to joining up neighbourhoods and improving active travel environments. Therefore, the scoring has increased to very positive.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	O	O	O	I	P	Regional	Transport infrastructure, energy infrastructure	The promotion of active travel may introduce conflict with other modes of transport and impact the transport network operation, careful coordination is required for the long term.	N/A	The policy has neutral effects there is no reference to charging points, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving active travel through reducing non-local traffic, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	O	O	O	I	P	Regional	Local communities, emloyment sites, housing sites, transport network	N/A	N/A	The policy has neutral effects there is no reference to land use planning, however the policy is focused on active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving active travel through reducing non-local traffic, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	O	O	O	I	P	Regional	Local communities, employment sites, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to employment and skills development opportunities, however the policy is focused on improving safety of active travel.	Policy could make more explicit reference to improving accessibilities to areas with high levels of unemployment in relation to promoting active travel.	N	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving active travel through reducing non-local traffic, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to improving accessibilities to areas with high levels of unemployment in relation to promoting active travel.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	+	+	+	I	P	Regional	Local communities, built environment, services and facilities	N/A	N/A	The policy has positive effects as improving safety for active travel could improve accessibility for all users.	Policy could make more explicit reference to improving accessibilities to key services in relation to promoting active travel.	N	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	+	+	+	Although the policy has been amended by referencing joining up neighbourhoods and improving active travel through reducing non-local traffic, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to improving accessibilities to key services in relation to promoting active travel.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	O	O	O	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to journey times for passengers and frieght, however the policy is focused on improving safety of active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving active travel through reducing non-local traffic, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	O	O	O	I	T	Regional	Local economy, transport network, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to economic outcomes, however the policy is focused on improving safety of active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving active travel through reducing non-local traffic, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	O	O	O	I	T	Regional	Local economy, transport network, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to investments, however the policy is focused on improving safety of active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving active travel through reducing non-local traffic, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	O	O	O	I	P	Regional	Air quality, employment site, housing site, transport network	N/A	N/A	The policy has neutral effects as there is no reference to accessibility, however the policy is focused on improving safety of active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving active travel through reducing non-local traffic, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	+	+	+	D	P	Wider	Air quality, local communities, vulnerable population, air quality	N/A	N/A	The policy has positive effects as the promotion of active travel could improve air quality and reduce impacts on the health and wellbeing of all local and wider communities.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	+	+	+	Although the policy has been amended by referencing joining up neighbourhoods and improving active travel through reducing non-local traffic, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	+	+	+	D	P	Wider	Air quality, local communities	N/A	N/A	The policy has positive effects as the promotion of active travel could improve air quality and reduce impacts on the health and wellbeing of all local and wider communities.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	+	+	+	Although the policy has been amended by referencing joining up neighbourhoods and improving active travel through reducing non-local traffic, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	O	O	O	I	P	Regional	Built environment, service and facility, transport network	N/A	N/A	The policy has neutral effects as there is no reference to connectivity, however the policy is focused on improving safety of active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving active travel through reducing non-local traffic, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	O	O	O	I	P	Regional	Employment site, open space, built environment, transport network	N/A	N/A	The policy has neutral effects as there is no reference to open space, recreational activities, and employment locations, however the policy is focused on improving safety of active travel.	Policy could make more explicit reference to improving accessibility to key locations in relation to promoting active travel.	N	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving active travel through reducing non-local traffic, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to improving accessibility to key locations in relation to promoting active travel.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	+	+	+	D	T	Regional	Local communities, transport network	N/A	N/A	The policy has positive effects as there is reference to restricting traffic in residential areas, which could reduce severance issues.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	+	+	++	The policy has been amended to refer to improving active travel environments and reducing non-local traffic. Therefore, the scoring has increased to very positive.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	O	O	O	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to considerations for the needs of varying vulnerable groups, however the policy is focused on improving safety of neighbourhoods.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving active travel through reducing non-local traffic, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	-	-	-	D	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has negative effects as there is no reference to inclusive designs and accessibility, whereas the policy aims to improve safety of neighbourhoods.	Policy could make more explicit reference to inclusive designs and accessibility in relation to the design of active travel network.	N	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	-	-	-	Although the policy has been amended by referencing joining up neighbourhoods and improving active travel through reducing non-local traffic, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to inclusive designs and accessibility in relation to the design of active travel network.

13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities, services and facilities	N/A	N/A	The policy has neutral effects as there is no reference to accessibility, however the policy is focused on improving safety of active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving active travel through reducing non-local traffic, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	-	-	-	I	P	Regional	Local communities, transport network	N/A	N/A	The policy has negative effects as there is no reference to improving connections between communities, whereas the policy aims to create connected and safe neighbourhoods.	Policy could make more explicit reference to improving the connection between communities in relation to improving safety of neighbourhoods.	Y	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	+	++	++	The policy has been amended to refer to joining up neighbourhoods. Therefore, the scoring has increased to positive and very positive.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	O	O	O	I	P	Regional	Transport network, transport infrastructure, local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to accessibility, however the policy is focused on improving safety of active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving active travel through reducing non-local traffic, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	O	O	O	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to accessibility ro information, however the policy is focused on improving safety of active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving active travel through reducing non-local traffic, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	-	-	-	D	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has negative effects as there is no reference to improvement of public realms and levels of natural surveillance, whereas the policy aims to improve safety of active travel.	Policy could make more explicit reference to the improvement of public realms and levels of natural surveillance in relation to creating safer and more welcoming environmentt for active travel.	N	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	-	-	-	Although the policy has been amended by referencing joining up neighbourhoods and improving active travel through reducing non-local traffic, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the improvement of public realms and levels of natural surveillance in relation to creating safer and more welcoming environmentt for active travel. The policy could also be enhanced by making explicit reference to Streets for Everyone and Vision Zero, both of which consider active travel and have a strong safety elemen
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	+	+	+	D	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has positive effects as there is reference to restricting traffic in residential areas, which can improve actual and perceived safety.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	+	+	+	Although the policy has been amended by referencing joining up neighbourhoods and improving active travel through reducing non-local traffic, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	+	+	+	D	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has positive effects as there is reference to restricting traffic in residential areas, which can reduce risk of cars and other vehicles.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	+	+	+	Although the policy has been amended by referencing joining up neighbourhoods and improving active travel through reducing non-local traffic, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	+	+	+	D	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has positive effects as there is reference to restricting traffic in residential areas.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	+	+	+	Although the policy has been amended by referencing joining up neighbourhoods and improving active travel through reducing non-local traffic, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	+	+	+	D	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has positive effects as there is reference to restricting traffic in residential areas, which can enhance road safety.	Policy could make more explicit reference to the specific measures that improves safety and access in relation to ensuring neighbourhoods are not dominated by non-local traffic.	N	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	+	+	+	Although the policy has been amended by referencing joining up neighbourhoods and improving active travel through reducing non-local traffic, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the specific measures that improves safety and access in relation to ensuring neighbourhoods are not dominated by non-local traffic.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	O	O	O	I	T	Regional	Local community, air quality, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to construction and operation impacts, however the policy is focused on improving safety of active travel.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	O	O	O	Although the policy has been amended by referencing joining up neighbourhoods and improving active travel through reducing non-local traffic, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	+	+	+	D	P	Regional	Local community, noise level	N/A	N/A	The policy has positive effects as the promotion of active travel and reduction in car traffic could reduce vibration and reduce impacts on the health and wellbeing of all local and wider communities.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	+	+	+	Although the policy has been amended by referencing joining up neighbourhoods and improving active travel through reducing non-local traffic, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	+	+	+	D	T	Regional	Local community, air quality, transport infrastructure	N/A	N/A	The policy has positive effects as the promotion of active travel and reduction in car traffic could reduce air pollution and reduce impacts on the health and wellbeing of all local and wider communities.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	+	+	+	Although the policy has been amended by referencing joining up neighbourhoods and improving active travel through reducing non-local traffic, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	+	+	+	D	P	Regional	Local community, air quality, noise level, green and blue infrastructure, built environment	N/A	N/A	The policy has positive impacts as the encouragement of active travel and reduction in car traffic could improve impacts of transport in terms of air quality improvement and noise reduction.	None identified.	No mitigation identified in 2025.	The policy now references joining up neighbourhoods and improving active travel environments through reducing the dominance of non-local traffic.	+	+	+	Although the policy has been amended by referencing joining up neighbourhoods and improving active travel through reducing non-local traffic, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

Policy Name	IA1																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	o	o	o	I	T	Local	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	o	o	o	I	T	Local	Green spaces, green infrastructure, blue infrastructure, habitats	N/A	N/A	The policy has neutral effects as there is no reference to designated habitats and protected species and important biological and geological sites, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species, nature, wildlife	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	o	o	o	I	P	Regional	Carbon sinks	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	-	-	-	D	P	Local	Local communities, green infrastructure, blue infrastructure	Green and blue infrastructure deteriorates if not enhanced and looked after, whereas if they are, they are able to thrive and become central to communities.	Improvements in active travel, connectivity and health.	This policy has negative effects as the link between green and blue infrastructure and connecting urban communities has not been made.	This policy could be enhanced by making explicit reference to connecting isolated communities to green and blue infrastructure, rather than just leisure.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by making explicit reference to connecting isolated communities to green and blue infrastructure, rather than just leisure.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?"	o	o	o	I	T	Regional	Local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to LNRS' or local nature recovery groups, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when combined with disincentivising private car use.	The policy has positive effects as it looks to prioritise sustainable transport options.	The policy could be enhanced by making explicit reference to enhancing public transport.	N	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to enhancing public transport.

3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when combined with discounting private car use.	The policy has positive effects as it looks to prioritise sustainable transport options.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when combined with discounting private car use.	The policy has positive effects as it looks to prioritise sustainable transport options.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	o	o	o	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	o	o	o	I	T	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	o	o	o	I	P	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	o	o	o	I	P	Regional	Transport network, road network, road users, utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	o	o	o	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	o	o	o	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	o	o	o	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	o	o	o	D	T	Regional	Built environment, protected landscapes, blue and green infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on connecting isolated urban communities.	This policy could be enhanced by making explicit reference to connecting isolated communities to green and blue infrastructure, rather than just leisure.	N	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by making explicit reference to connecting isolated communities to green and blue infrastructure, rather than just leisure.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	-	-	-	D	T	Regional	Built environment, protected landscapes, public rights of way	Public rights of way deteriorate if not enhanced and looked after, whereas if they are, they are able to thrive and become central to communities.	Improvements in active travel, connectivity, and health.	This policy has negative effects as the link between public rights of way and connecting urban communities has not been made.	This policy could be enhanced by making explicit reference to connecting isolated communities through public rights of way, rather than just leisure.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by making explicit reference to connecting isolated communities through public rights of way, rather than just leisure.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	o	o	o	I	P	Local	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	o	o	o	I	T	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	-	-	-	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of sustainable transport as their main form of transport.	Could have synergistic effects when accessibility, active travel, and affordability are improved.	This policy has negative effects as it does not address the link between disincentivising private car use and prioritising sustainable transport.	This policy could be enhanced by making explicit reference to disincentivising private car use as a way of prioritising sustainable transport.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by making explicit reference to disincentivising private car use as a way of prioritising sustainable transport.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of sustainable transport as their main form of transport.	Could have synergistic effects when combined with disincentivising private car use.	This policy has positive effects as it references connecting isolated communities to education, employment, leisure, and services.	This policy could be enhanced by making additional reference to connecting communities to open space.	N	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by making additional reference to connecting communities to open space.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	-	-	-	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of sustainable transport as their main form of transport.	Could have synergistic effects when combined with disincentivising private car use.	This policy has negative effects as it does not explicitly state how sustainable travel will be prioritised.	This policy could be enhanced by making explicit reference to improving active travel infrastructure as a way of prioritising sustainable transport.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by making explicit reference to improving active travel infrastructure as a way of prioritising sustainable transport.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	-	-	-	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of sustainable transport as their main form of transport.	Could have synergistic effects when combined with disincentivising private car use.	This policy has negative effects as it does not explicitly state how sustainable travel will be prioritised.	This policy could be enhanced by making explicit reference to connecting isolated communities through green and blue infrastructure.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by making explicit reference to connecting isolated communities through green and blue infrastructure.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	-	-	-	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of sustainable transport as their main form of transport.	Could have synergistic effects when combined with disincentivising private car use.	This policy has negative effects as it does not explicitly state how sustainable travel will be prioritised.	This policy could be enhanced by making explicit reference to making sustainable travel options more convenient, affordable, and accessible.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by making explicit reference to making sustainable travel options more convenient, affordable, and accessible.

10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	-	-	-	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of sustainable transport as their main form of transport.	Could have synergistic effects when combined with disincentivising private car use.	This policy has negative effects as it does not explicitly state how sustainable travel will be prioritised.	This policy could be enhanced by making explicit reference to low emission vehicle infrastructure as a way of prioritising sustainable transport.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by making explicit reference to low emission vehicle infrastructure as a way of prioritising sustainable transport.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of sustainable transport as their main form of transport.	Could have synergistic effects when combined with disincentivising private car use.	This policy has positive effects as it references connecting isolated communities to education, employment, leisure, and services.	This policy could be enhanced by making additional reference to connecting communities to housing.	N	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by making additional reference to connecting communities to housing.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	+	+	+	D	P	Local	Lower socio-economic groups and deprived areas	Consistent access to reliable transportation can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	This policy has positive effects as it references connecting isolated communities to education and employment.	This policy could be enhanced by making additional reference to connecting with areas where there are high levels of unemployment.	N	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by making additional reference to connecting with areas where there are high levels of unemployment.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	+	+	++	D	P	Regional	Lower socio-economic groups and deprived areas	Consistent access to reliable transportation can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	This policy has positive effects as it references connecting isolated communities to services.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	This policy has neutral effects as there is no reference to the journey times, however, the policy is focused on connecting isolated urban communities.	This policy could be enhanced by making explicit reference to supporting the reduction of overall journey times and improving travel convenience and reliability as a way of connecting isolated urban communities.	N	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by making explicit reference to supporting the reduction of overall journey times and improving travel convenience and reliability as a way of connecting isolated urban communities.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	This policy has neutral effects as there is no reference to the decarbonisation of transport, however, the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	This policy has neutral effects as there is no reference to the decarbonisation of transport, however, the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	+	+	++	D	P	Regional	Lower socio-economic groups and deprived areas	Consistent access to reliable transportation can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	This policy has positive effects as it references connecting isolated communities to employment.	This policy could be enhanced by making additional reference to connecting communities to housing.	N	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by making additional reference to connecting communities to housing.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Improved health and reduced health inequalities through connecting isolated communities to healthcare, thereby promoting health and wellbeing.	Investing in reliable and affordable public transport reduces the number of cars on the road, leading to lower emissions and fewer traffic accidents. This also provides access to essential services for low-income communities	This policy has positive effects as it tackles accessibility to services, which could include health services.	This policy could be enhanced by making explicit reference to healthcare services.	N	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by making explicit reference to healthcare services.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Improved health and reduced health inequalities through connecting isolated communities to healthcare, thereby promoting health and wellbeing.	Investing in reliable and affordable public transport reduces the number of cars on the road, leading to lower emissions and fewer traffic accidents. This also provides access to essential services for low-income communities	This policy has positive effects as it references accessibility to services, which could include health services.	This policy could be enhanced by making explicit reference to healthcare services.	N	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by making explicit reference to healthcare services.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	+	+	++	D	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Improved health and reduced health inequalities through connecting isolated communities to healthcare, thereby promoting health and wellbeing.	Investing in reliable and affordable public transport reduces the number of cars on the road, leading to lower emissions and fewer traffic accidents. This also provides access to essential services for low-income communities	This policy has positive effects as it references connecting isolated communities to services and education.	This policy could be enhanced by making explicit reference to healthcare services.	N	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by making explicit reference to healthcare services.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Improved health and reduced health inequalities through improved access to open space.	Investing in reliable and affordable public transport reduces the number of cars on the road, leading to lower emissions and fewer traffic accidents. This also provides access to essential services for low-income communities	This policy has positive effects as it references connecting isolated communities to employment and leisure.	This policy could be enhanced by making explicit reference to healthcare services and open space.	N	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by making explicit reference to healthcare services and open space.

12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	+	+	+	D	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Improved health and reduced health inequalities through improved access to spaces, reducing severance.	Investing in reliable and affordable public transport reduces the number of cars on the road, leading to lower emissions and fewer traffic accidents. This also provides access to essential services for low-income communities	This policy has positive effects as it references tackling community severance.	This policy could be enhanced by making explicit reference to how community severance will be tackled.	N	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by making explicit reference to how community severance will be tackled.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Consistent access to reliable transportation can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	This policy has positive effects as it references connecting isolated urban communities to opportunities.	This policy could be enhanced by making explicit reference to promoting equality of opportunity.	N	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by making explicit reference to promoting equality of opportunity.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	-	-	-	D	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Consistent access to reliable transportation can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	This policy has negative effects as it does not explicitly reference connectivity for disabled and low mobility users.	This policy could be enhanced by making explicit reference to disabled and low mobility users.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by making explicit reference to disabled and low mobility users.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Consistent access to reliable transportation can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	This policy has positive effects as it references connecting isolated urban communities to services.	This policy could be enhanced by making explicit reference to affordability .	N	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by making explicit reference to affordability .
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	+	+	++	D	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Consistent access to reliable transportation can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	This policy has positive effects as it references connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	+	+	++	D	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Consistent access to reliable transportation can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	This policy has positive effects as it references prioritising sustainable transport options to connect isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	This policy has neutral effects as there is no reference to access to information, however, the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	-	-	-	D	P	Regional	Transport network, road network, road users, local communities	Safe transportation and routes can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Could have synergistic effects when combined with schemes that address accessibility, affordability, and reliability.	This policy has negative effects as it does not make the link between safety and connecting isolated urban communities.	This policy could be enhanced by making explicit reference to safety improving freedom of movement and therefore connectivity and access to opportunities.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by making explicit reference to safety improving freedom of movement and therefore connectivity and access to opportunities.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	-	-	-	D	P	Regional	Transport network, road network, road users, local communities	Safe transportation and routes can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Could have synergistic effects when combined with schemes that address accessibility, affordability, and reliability.	This policy has negative effects as it does not make the link between safety and connecting isolated urban communities.	This policy could be enhanced by making explicit reference to safety improving freedom of movement and therefore connectivity and access to opportunities.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by making explicit reference to safety improving freedom of movement and therefore connectivity and access to opportunities.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	-	-	-	I	P	Regional	Transport network, road network, road users, local communities	Safe transportation and routes can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Could have synergistic effects when combined with schemes that address accessibility, affordability, and reliability.	This policy has negative effects as it does not make the link between safety and connecting isolated urban communities.	This policy could be enhanced by making explicit reference to safety improving freedom of movement and therefore connectivity and access to opportunities.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by making explicit reference to safety improving freedom of movement and therefore connectivity and access to opportunities.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	-	-	-	I	P	Local	Transport network, road network, road users, local communities	Safe transportation and routes can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Could have synergistic effects when combined with schemes that address accessibility, affordability, and reliability.	This policy has negative effects as it does not make the link between safety and connecting isolated urban communities.	This policy could be enhanced by making explicit reference to safety improving freedom of movement and therefore connectivity and access to opportunities.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by making explicit reference to safety improving freedom of movement and therefore connectivity and access to opportunities.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	-	-	-	I	P	Local	Transport network, road network, road users, local communities	Safe transportation and routes can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Could have synergistic effects when combined with schemes that address accessibility, affordability, and reliability.	This policy has negative effects as it does not make the link between safety and connecting isolated urban communities.	This policy could be enhanced by making explicit reference to safety improving freedom of movement and therefore connectivity and access to opportunities.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by making explicit reference to safety improving freedom of movement and therefore connectivity and access to opportunities.

15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	o	o	o	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to pollution, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to pollution, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to pollution, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to pollution, however the policy is focused on connecting isolated urban communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

Policy Name	IA2																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	0	0	0	D	T	Local	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on delivering high quality and healthy places for people.	This policy could be enhanced by making explicit reference to how nature and green and blue infrastructure can enhance air quality to deliver healthy places, particularly for vulnerable populations.	N	The policy now references adapting to climate change.	0	0	0	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to how nature and green and blue infrastructure can enhance air quality to deliver healthy places, particularly for vulnerable populations.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	+	+	+	D	T	Regional	Air quality, vulnerable communities	Increased trips by private motor vehicle will worsen the air quality over time, and therefore health, if efforts for minimisation are not sustained.	Developing infrastructure for walking and cycling encourages these modes of transport, reducing reliance on motor vehicles and decreasing pollution levels	This policy has positive effects as it references removing certain types of vehicles from the roads, which will improve air quality.	This policy could be enhanced by making explicit reference to air quality when delivering healthy places.	N	The policy now references adapting to climate change.	+	+	+	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to air quality when delivering healthy places.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multifunctional benefits?	+	+	+	D	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats	Increased trips by private motor vehicle will worsen the air quality over time, and therefore health, if efforts for minimisation are not sustained.	Potential for synergistic effects when combined with increased use of sustainable transport modes.	This policy has positive effects as it references using green and blue infrastructure to deliver healthy places for people.	This policy could be enhanced by making explicit reference to air quality when delivering healthy places.	N	The policy now references adapting to climate change.	+	+	+	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to air quality when delivering healthy places.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	0	0	0	D	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	This policy has neutral effects as it does not reference designated habitats and protected species, and important biological and geological sites, however, the policy is about delivering high quality and healthy places for people.	This policy could be enhanced by making explicit reference to avoiding significant adverse effects on designated habitats and protected species, important biological sites and geological sites when delivering healthy places.	N	The policy now references adapting to climate change.	0	0	0	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to avoiding significant adverse effects on designated habitats and protected species, important biological sites and geological sites when delivering healthy places.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	-	-	-	D	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	Biodiversity, geodiversity, and green and blue infrastructure deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and become central to communities.	Provide recreational spaces whilst improving health.	This policy has negative effects as it does not explicitly reference the creation of wildlife corridors and networks.	This policy could be enhanced by making explicit reference to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks	N	The policy now references adapting to climate change.	-	-	-	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	-	-	-	D	T	Regional	Green spaces, green infrastructure, blue infrastructure	Biodiversity, geodiversity, and green and blue infrastructure deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and become central to communities.	Provide recreational spaces whilst improving health.	This policy has negative effects as it does explicitly infer to the connectivity between green and blue infrastructure.	This policy could be enhanced by making explicit reference to connectivity between green and blue infrastructure.	N	The policy now references adapting to climate change.	-	-	-	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to connectivity between green and blue infrastructure.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	-	-	-	D	P	Regional	Green spaces, green infrastructure, blue infrastructure	Biodiversity, geodiversity, and green and blue infrastructure deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and become central to communities.	Provide recreational spaces whilst improving health.	This policy has negative effects as it does not reference how it will enhance nature through good design.	This policy could be enhanced by making explicit reference to how it will enhance nature and biodiversity through good design and updating the policy wording to include 'placemaking'.	N	The policy now references adapting to climate change.	-	-	-	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to how it will enhance nature and biodiversity through good design and updating the policy wording to include 'placemaking'.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	+	+	+	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, carbon sinks	Biodiversity, geodiversity, and green and blue infrastructure deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and become central to communities.	Provide recreational spaces whilst improving health.	This policy has positive effects as it references using green infrastructure to deliver healthy places for people.	This policy could be enhanced by making explicit reference to green infrastructure being used as carbon sinks.	N	The policy now references adapting to climate change.	+	++	++	The policy has been amended by referencing adapting to climate change. Therefore, the scoring has increased to very positive.	This policy could be enhanced by making explicit reference to green infrastructure being used as carbon sinks.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	+	+	+	D	P	Local	Green spaces, green infrastructure, blue infrastructure	Biodiversity, geodiversity, and green and blue infrastructure deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and become central to communities.	Provide recreational spaces whilst improving health.	This policy has positive effects as it references using green and blue infrastructure to deliver healthy places for people.	This policy could be enhanced by making explicit reference to the accessibility of green and blue infrastructure.	N	The policy now references adapting to climate change.	+	+	+	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to the accessibility of green and blue infrastructure.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?	0	0	0	D	T	Local	Green spaces, green infrastructure, blue infrastructure, local nature recovery groups	N/A	N/A	This policy has neutral effects as it does not reference LNRS, however, the policy is about delivering high quality and healthy places for people.	This policy could be enhanced by making explicit reference to supporting Local Nature Recovery Strategies and working with local nature recovery groups to enhance nature.	N	The policy now references adapting to climate change.	0	0	0	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to supporting Local Nature Recovery Strategies and working with local nature recovery groups to enhance nature.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when combined with disincentivising private car use.	The policy has positive effects as there is reference to balancing the needs of sustainable transport.	This policy could be enhanced by making explicit reference to measures that enhance public transport availability, affordability, and accessibility.	N	The policy now references adapting to climate change.	+	+	+	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to measures that enhance public transport availability, affordability, and accessibility.

3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when combined with discounting private car use.	The policy has positive effects as it offers disincentives for car use and incentives for public transport.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	+	+	+	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when combined with discounting private car use.	The policy has positive effects as it offers disincentives for car use and incentives for public transport.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	+	+	+	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	+	++	++	The policy has been amended by referencing adapting to climate change. Therefore, the scoring has increased to very positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	o	o	o	I	P	Local	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	+	++	++	The policy has been amended by referencing adapting to climate change. Therefore, the scoring has increased to very positive.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	o	o	o	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	o	o	o	I	T	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	o	o	o	I	P	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recyclings, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recyclings, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recyclings, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	+	+	+	D	P	Regional	Transport network, road network, road users, utility network, construction industry	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when combined with discentivising private car use.	The policy has positive effects as there is reference to balancing the needs of sustianable transport.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	+	+	+	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	o	o	o	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recyclings, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	+	+	+	D	T	Regional	Utility network, construction industry, water environment, blue infrastructure	Increase water absorption and reduce surface runoff, leading to a cumulative reduction in flood risk over time	Enhanced green and blue spaces can improve community wellbeing by providing recreational areas and improving air quality, while also reducing flood risk	The policy has positive effects as it references enhancing nature, biodiversity, and green and blue infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	+	+	+	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	o	o	o	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	+	++	++	The policy has been amended by referencing adapting to climate change. Therefore, the scoring has increased to very positive.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	o	o	o	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	-	-	-	D	P	Regional	Built environment, protected landscapes	Over time, thoughtful integration of transport infrastructure can lead to more visually appealing and cohesive urban and rural landscapes.	Coordinating transport infrastructure with landscape and townscape planning ensures that new developments complement the existing character and aesthetics of the area	This policy has negative effects as it does not make the link between the the design, construction, repair, and maintenance of transport infrastructure and delivering high quality places.	This policy could be enhanced by making explicit reference to enhancing the landscape and townscape through the design and maintenance of transport infrastructure, which in turn, delivers high quality places.	N	The policy now references adapting to climate change.	-	-	-	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to enhancing the landscape and townscape through the design and maintenance of transport infrastructure, which in turn, delivers high quality places.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	-	-	-	D	P	Regional	Built environment, protected landscapes	Landscapes may be eroded over time as development comes forward	Coordinating transport infrastructure with landscape and townscape planning ensures that new developments complement the existing character and aesthetics of the area	This policy has negative effects as it does not make the link between the protecting nationally designated landscapes and delivering high quality places.	This policy could be enhanced by making explicit reference to enhancing the landscape and townscape through protecting the special qualities and setting on nationally designated landscapes.	N	The policy now references adapting to climate change.	-	-	-	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to enhancing the landscape and townscape through protecting the special qualities and setting on nationally designated landscapes.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	+	+	+	D	T	Regional	Built environment, protected landscapes, blue and green infrastructure	Landscapes may be eroded over time as development comes forward	Coordinating transport infrastructure with landscape and townscape planning ensures that new developments complement the existing character and aesthetics of the area	This policy has positive effects as it references using green and blue infrastructure to deliver healthy places for people.	The policy could be enhanced by including principles which align with the West Yorkshire Streets for Everyone Strategy reference, as this is yet to be adopted.	N	The policy now references adapting to climate change.	+	+	+	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by including principles which align with the West Yorkshire Streets for Everyone Strategy reference, as this is yet to be adopted.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	o	o	o	D	T	Regional	Built environment, protected landscapes, public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to public rights of way, however the policy is focused on delivering high quality and healthy places for people.	This policy could be enhanced by making explicit reference to public rights of way in delivering healthy places.	N	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to public rights of way in delivering healthy places.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	-	-	-	D	P	Regional	Built environment, protected landscapes	Buildings and townscapes may be eroded over time as development comes forward	Coordinating transport infrastructure with landscape and townscape planning ensures that new developments complement the existing character and aesthetics of the area	This policy has negative effects as it does not make the link between strengthening local distinctiveness and sense of place, and delivering high quality places.	This policy could be enhanced by making explicit reference to local distinctiveness and sense of place in delivering high quality places.	N	The policy now references adapting to climate change.	-	-	-	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to local distinctiveness and sense of place in delivering high quality places.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	+	+	+	D	T	Regional	Built environment, protected landscapes	Streetscapes may be eroded over time as development comes forward	Coordinating transport infrastructure with landscape and townscape planning ensures that new developments complement the existing character and aesthetics of the area	This policy has positive effects as it makes reference to improving the streetspace.	This policy could be enhanced by making explicit reference to removing unnecessary clutter from streets.	N	The policy now references adapting to climate change.	+	+	+	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to removing unnecessary clutter from streets.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	+	+	++	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when accessibility, active travel, and affordability are improved.	This policy has positive effects as it makes reference to removing certain types of parking	The policy could be enhanced by including principles which to align with in addition to the West Yorkshire Streets for Everyone Strategy reference, as this is yet to be adopted.	N	The policy now references adapting to climate change.	+	+	++	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by including principles which to align with in addition to the West Yorkshire Streets for Everyone Strategy reference, as this is yet to be adopted.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when combined with disincentivising private car use.	This policy has positive effects as it makes reference to balancing the needs of public transport.	The policy could be enhanced by including principles which to align with in addition to the West Yorkshire Streets for Everyone Strategy reference, as this is yet to be adopted.	N	The policy now references adapting to climate change.	+	+	++	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by including principles which to align with in addition to the West Yorkshire Streets for Everyone Strategy reference, as this is yet to be adopted.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when combined with disincentivising private car use.	This policy has positive effects as it makes reference to delivering high quality places, in part through roadspace reallocation and enhancing nature and green and blue infrastructure.	The policy could be enhanced by including principles which to align with in addition to the West Yorkshire Streets for Everyone Strategy reference, as this is yet to be adopted.	N	The policy now references adapting to climate change.	+	+	++	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by including principles which to align with in addition to the West Yorkshire Streets for Everyone Strategy reference, as this is yet to be adopted.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	+	+	++	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when combined with disincentivising private car use.	This policy has positive effects as it makes reference to delivering high quality places, in part through roadspace reallocation and enhancing nature and green and blue infrastructure.	The policy could be enhanced by including principles which to align with in addition to the West Yorkshire Streets for Everyone Strategy reference, as this is yet to be adopted.	N	The policy now references adapting to climate change.	+	+	++	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by including principles which to align with in addition to the West Yorkshire Streets for Everyone Strategy reference, as this is yet to be adopted.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when combined with disincentivising private car use.	This policy has positive effects as it makes reference to delivering high quality places, in part through roadspace reallocation and balancing the needs of public transport.	The policy could be enhanced by including principles which to align with in addition to the West Yorkshire Streets for Everyone Strategy reference, as this is yet to be adopted.	N	The policy now references adapting to climate change.	+	+	++	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by including principles which to align with in addition to the West Yorkshire Streets for Everyone Strategy reference, as this is yet to be adopted.

10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	-	-	-	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when combined with disincentivising private car use.	This policy has negative effects as it does not make the link between providing infrastructure for low emission vehicles and delivering high quality and healthy places.	This policy could be enhanced by making explicit reference to infrastructure for low emission vehicles.	N	The policy now references adapting to climate change.	-	-	-	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to infrastructure for low emission vehicles.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	+	+	++	I	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when combined with disincentivising private car use.	This policy has positive effects as it makes reference to balancing the needs of public transport.	The policy could be enhanced by including principles which to align with in addition to the West Yorkshire Streets for Everyone Strategy reference, as this is yet to be adopted.	N	The policy now references adapting to climate change.	+	+	++	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by including principles which to align with in addition to the West Yorkshire Streets for Everyone Strategy reference, as this is yet to be adopted.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	+	+	+	D	P	Local	Lower socio-economic groups and deprived areas	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when combined with disincentivising private car use.	The policy has positive effects as it has potential to improve accessibility for non-car users.	The policy could be enhanced by making explicit reference to improving accessibility to services.	N	The policy now references adapting to climate change.	+	+	+	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to improving accessibility to services.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	o	o	o	I	T	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	+	+	+	I	P	Local	Lower socio-economic groups and deprived areas	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when combined with disincentivising private car use.	The policy has positive effects as there is reference to enhancing spaces for economic activity and balancing the needs of sustainable transport.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	+	+	+	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	+	+	+	I	T	Local	Lower socio-economic groups and deprived areas	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when combined with disincentivising private car use.	The policy has positive effects as there is reference to enhancing spaces for economic activity and balancing the needs of sustainable transport.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	+	+	+	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	+	+	+	D	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Improved health and reduced health inequalities through positive planning.	Increased physical activity, improved mental and physical health, and increased independence.	This policy has positive effects as it references delivering healthy places for people.	This policy could be enhanced by making explicit reference to delivering healthy places for particularly vulnerable groups and how this will be achieved.	N	The policy now references adapting to climate change.	+	+	+	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to delivering healthy places for particularly vulnerable groups and how this will be achieved.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Improved health and reduced health inequalities through positive planning.	Increased physical activity, improved mental and physical health, and increased independence.	This policy has positive effects as it references delivering healthy places for people.	This policy could be enhanced by making explicit reference to delivering healthy places for different groups within the wider population and how this will be achieved.	N	The policy now references adapting to climate change.	+	+	+	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to delivering healthy places for different groups within the wider population and how this will be achieved.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to healthcare services, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	+	+	++	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Improved health and reduced health inequalities through improved access to open space.	Increased physical activity, improved mental and physical health, and increased independence.	This policy has positive effects as it references providing spaces for sitting, socialising and place, as well as enhancing nature and green and blue infrastructure.	This policy could be enhanced by making explicit reference to accessibility.	N	The policy now references adapting to climate change.	+	+	++	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to accessibility.

12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	+	+	+	D	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Improved health and reduced health inequalities through reduced physical impact of the transport network.	Increased physical activity, improved mental and physical health, and increased independence.	This policy has positive effects as it makes reference to roadspace reallocation, which will reduce the physical impacts transport infrastructure has on people.	The policy could be enhanced by including principles which to align with in addition to the West Yorkshire Streets for Everyone Strategy reference, as this is yet to be adopted.	N	The policy now references adapting to climate change.	+	+	+	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by including principles which to align with in addition to the West Yorkshire Streets for Everyone Strategy reference, as this is yet to be adopted.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Potential link to other initiatives which seek to integrate communities	Inclusive public infrastructure supports the needs of different groups, reducing social and economic disparities	The policy has positive effects as it references sitting provision, which considers the needs of older people, disabled people, and those with low mobility.	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.	No mitigation identified in 2025.	The policy now references adapting to climate change.	+	+	+	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	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.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on 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.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	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.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	+	+	++	D	P	Regional	Transport network, road network, road users, local communities	Over time, safer and healthier spaces and transport options can improve the overall quality of life by reducing stress, promoting social interactions, and creating more livable communities.	Improvements to public spaces and reductions in crime encourage people to feel more secure, increasing use of public spaces.	This policy has positive effects as it references delivering high quality places for people through integrating spaces for sitting, socialising and play, which in turn, will increase natural surveillance.	This policy could be enhanced by making explicit reference to 'public realm' within the policy wording. The policy could also include principles to align with in addition to the West Yorkshire Streets for Everyone Strategy reference, as this is yet to be adopted.	N	The policy now references adapting to climate change.	+	+	++	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to 'public realm' within the policy wording. The policy could also include principles to align with in addition to the West Yorkshire Streets for Everyone Strategy reference, as this is yet to be adopted.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	o	o	o	I	P	Regional	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	+	+	++	D	P	Regional	Transport network, road network, road users, local communities	Over time, safer and healthier spaces and transport options can improve the overall quality of life by reducing stress, promoting social interactions, and creating more livable communities.	Improvements to public spaces and reductions in crime encourage people to feel more secure, increasing use of public spaces.	The policy has positive effects as it has potential to reduce the risk imposed by cars through reducing space dedicated to cars and balancing the needs of public transport .	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	+	+	++	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on delivering high quality and healthy places for people.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	o	o	o	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	+	+	++	D	P	Regional	Transport network, road network, road users, local communities	Over time, safer and healthier spaces and transport options can improve the overall quality of life by reducing stress, promoting social interactions, and creating more livable communities.	Improvements to public spaces and reductions in crime encourage people to feel more secure, increasing use of public spaces.	The policy has positive effects as it has potential to reduce the risk imposed by cars through reducing space dedicated to cars and balancing the needs of public transport .	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	+	+	++	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	?	?	?	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	Improved health and reduced health inequalities through promoting healthier construction and operational practices, equipment and materials.	Increased physical activity, improved mental and physical health, and increased independence.	This policy has uncertain effects as there is no explicit reference in the policy text to reducing noise, air and light pollution, whereas these are essential in delivering high quality and helthy places.	This policy could be enhanced by making explicit reference to delivering healthy places through healthier construction and operational practices.	N	The policy now references adapting to climate change.	?	?	?	Although the policy has been amended by the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to delivering healthy places through healthier construction and operational practices.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	-	-	-	D	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	Improved health and reduced health inequalities through promoting healthier construction and operational practices, equipment and materials.	Increased physical activity, improved mental and physical health, and increased independence.	This policy has negative effects as it does not make the link between suitable materials and delivering healthy place for people.	This policy could be enhanced by making explicit reference to delivering healthy places through healthier construction and operational practices.	N	The policy now references adapting to climate change.	-	-	-	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to delivering healthy places through healthier construction and operational practices.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	+	+	++	D	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	Improved health and reduced health inequalities through promoting healthier construction and operational practices, equipment and materials.	Increased physical activity, improved mental and physical health, and increased independence.	This policy has positive effects as it makes reference to removing certain types of vehicles and parking from spaces.	This policy could be enhanced by making explicit reference to delivering healthy places through healthier construction and operational practices.	N	The policy now references adapting to climate change.	+	+	++	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to delivering healthy places through healthier construction and operational practices.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	+	+	++	D	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	Improved health and reduced health inequalities through promoting healthier construction and operational practices, equipment and materials.	Increased physical activity, improved mental and physical health, and increased independence.	This policy has positive effects as it makes reference to providing spaces for sitting, socialising, play, enhancing nature, blue and green infrastructure and spaces for pop up events.	None identified.	No mitigation identified in 2025.	The policy now references adapting to climate change.	+	+	++	Although the policy has been amended by referencing adapting to climate change, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

Policy Name	IA3																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	o	o	o	I	T	Local	Air quality, vulnerable communities	N/A	N/A	This policy has neutral effects as it does not reference air quality, however it is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	+	+	+	The policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options. This will contribute to lowering air pollution emissions. Therefore, the scoring has increased to positive.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	+	+	+	D	T	Regional	Air quality, vulnerable communities	Increased trips by private motor vehicle will worsen the air quality over time, and therefore health, if efforts for minimisation are not sustained.	Developing infrastructure for walking and cycling encourages these modes of transport, reducing reliance on motor vehicles and decreasing pollution levels	This policy has positive effects as it will enable a modal shift to sustainable travel.	The policy could be enhanced by making explicit reference to reducing emissions through increasing uptake of sustainable modes of transport.	Partially	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	+	+	++	The policy has been amended by referencing the Weaver Network and improving access to services and opportunities for employment, education and leisure through sustainable options. This will contribute to lowering air pollution emissions. Therefore, the scoring has increased to very positive.	The policy could be further enhanced by making explicit reference to reducing emissions.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats	N/A	N/A	This policy has neutral effects as it does not reference air quality, however it is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	This policy has neutral effects as it does not reference biodiversity, geodiversity, and blue and green infrastructure, however it is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	This policy has neutral effects as it does not reference biodiversity, geodiversity, and blue and green infrastructure, however it is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure	N/A	N/A	This policy has neutral effects as it does not reference biodiversity, geodiversity, and blue and green infrastructure, however it is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure	N/A	N/A	This policy has neutral effects as it does not reference biodiversity, geodiversity, and blue and green infrastructure, however it is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	o	o	o	I	P	Regional	Green spaces, green infrastructure, carbon sinks	N/A	N/A	This policy has neutral effects as it does not reference biodiversity, geodiversity, and blue and green infrastructure, however it is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	o	o	o	I	P	Local	Green spaces, green infrastructure, blue infrastructure	N/A	N/A	This policy has neutral effects as it does not reference biodiversity, geodiversity, and blue and green infrastructure, however it is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	+	+	+	The policy has been amended by referencing improving access to opportunities for leisure through sustainable options, which could include green and blue infrastructure. Therefore, the scoring has increased to positive.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?"	o	o	o	I	T	Local	Green spaces, green infrastructure, blue infrastructure, local nature recovery groups	N/A	N/A	This policy has neutral effects as it does not reference biodiversity, geodiversity, and blue and green infrastructure, however it is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when combined with discentivising private car use.	This policy has positive effects as it promotes the use of sustainable forms of transport.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	+	+	++	The policy has been amended by referencing the Weaver Network and improving access to services and opportunities for employment, education and leisure through sustainable options. Therefore, the scoring has increased to very positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	+	+	++	The policy has been amended by referencing the Weaver Network and improving access to services and opportunities for employment, education and leisure through sustainable options. This will contribute to lowering air pollution emissions. Therefore, the scoring has increased to very positive.	None identified.

3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when combined with discounting private car use.	This policy has positive effects as it promotes the use of sustainable forms of transport.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy.	+	+	+	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy.	+	+	++	The policy has been amended by referencing the Weaver Network and improving access to services and opportunities for employment, education and leisure through sustainable options. Therefore, the scoring has increased to very positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	+	+	+	D	P	Local	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when combined with discounting private car use.	This policy has positive effects as it considers the specific transport needs of rural communities.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy.	++	++	++	The policy has been amended by referencing the Weaver Network and improving access for rural communities to services and opportunities for employment, education and leisure through sustainable options. Therefore, the scoring has increased to very positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when combined with discounting private car use.	This policy has positive effects as it promotes the use of sustainable forms of transport alongside improved digital connectivity.	The policy could be enhanced by making explicit reference to reducing emissions through extending the network of sustainable modes of transport.	Partially	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy.	+	+	++	The policy has been amended by referencing the Weaver Network and improving access for rural communities to services and opportunities for employment, education and leisure through sustainable options. Therefore, the scoring has increased to very positive.	The policy could be further enhanced by making explicit reference to reducing emissions.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	This policy has neutral effects as it does not reference climate change and associated extreme weather events, however it is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	o	o	o	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	This policy has neutral effects as it does not reference climate change and associated extreme weather events, however it is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	This policy has neutral effects as it does not reference climate change and associated extreme weather events, however it is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	o	o	o	I	T	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	This policy has neutral effects as it does not reference climate change and associated extreme weather events, however it is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	This policy has neutral effects as it does not reference climate change and associated extreme weather events, however it is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	This policy has neutral effects as it does not reference climate change and associated extreme weather events, however it is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	o	o	o	I	P	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recyclings, however the policy is focused connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recyclings, however the policy is focused connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recyclings, however the policy is focused connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	+	+	+	D	P	Regional	Transport network, road network, road users, utility network, construction industry	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when combined with discentivising private car use.	This policy has positive effects as it promotes the use of sustainable forms of transport alongside improved digital connectivity.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	+	+	++	The policy has been amended by referencing the Weaver Network and improving access for rural communities to services and opportunities for employment, education and leisure through sustainable options. Therefore, the scoring has increased to very positive.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	o	o	o	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recyclings, however the policy is focused connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	o	o	o	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	o	o	o	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however the policy is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however the policy is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	o	o	o	I	T	Regional	Built environment, protected landscapes, blue and green infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however the policy is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	o	o	o	I	T	Regional	Built environment, protected landscapes, public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however the policy is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however the policy is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	o	o	o	I	T	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however the policy is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to reducing road traffic and congestion, however the policy is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	The increased number of residents in areas using active travel routes and public transport will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	In rural areas, combining public transport with active travel options (e.g., bike-sharing programs at bus stops) can create a more efficient and user-friendly transport system. This synergy encourages more people to use sustainable transport, amplifying the benefits	The policy has positive effects as it promotes accessibility to services and facilities through extending the reach of the transport network into areas with lower levels of connectivity.	The policy could be enhanced by making explicit reference to connecting rural areas to key services, employment sites, and open space.	Y	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	+	+	++	The policy has been amended by referencing improving access for rural communities to opportunities for employment, education and leisure through sustainable options. Therefore, the scoring has increased to very positive.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of active travel as their main form of transport	In rural areas, combining public transport with active travel options (e.g., bike-sharing programs at bus stops) can create a more efficient and user-friendly transport system. This synergy encourages more people to use sustainable transport, amplifying the benefits	The policy has positive effects as there is reference to improving connectivity through active travel options.	The policy could be enhanced by making explicit reference to quality and availability.	N	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	+	+	++	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to quality and availability.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	+	+	++	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of active travel as their main form of transport	In rural areas, combining public transport with active travel options (e.g., bike-sharing programs at bus stops) can create a more efficient and user-friendly transport system. This synergy encourages more people to use sustainable transport, amplifying the benefits	The policy has positive effects as there is reference to improving connectivity through active travel options.	The policy could be enhanced by making explicit reference to enhancing existing active travel options through green and blue infrastructure.	N	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	+	+	++	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by enhancing existing active travel options through green and blue infrastructure.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	The increased number of residents in areas using active travel routes and public transport will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	In rural areas, combining public transport with active travel options (e.g., bike-sharing programs at bus stops) can create a more efficient and user-friendly transport system. This synergy encourages more people to use sustainable transport, amplifying the benefits	The policy has positive effects as there is reference to improving connectivity through active travel and shared transport options.	The policy could be enhanced by making explicit reference to convenience, accessibility, and affordability.	N	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	+	+	++	The policy has been amended by referencing improving access for rural communities to opportunities for employment, education and leisure through sustainable options. Therefore, the scoring has increased to very positive.	The policy could be enhanced by making explicit reference to convenience, accessibility, and affordability.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to encouraging a shift to low emission vehicles, however the policy is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to new development, however the policy is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	+	+	+	D	P	Local	Lower socio-economic groups and deprived areas	Consistent access to reliable transportation can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Improved transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it promotes accessibility to services and facilities through extending the reach of the transport network into areas with lower levels of connectivity.	The policy could be enhanced by making explicit reference to connecting rural areas to employment and skills development opportunities.	Y	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	+	+	++	The policy has been amended by referencing improving access for rural communities to opportunities for employment, education and leisure through sustainable options. Therefore, the scoring has increased to very positive.	None identified.

11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	-	-	-	D	P	Local	Lower socio-economic groups and deprived areas	Consistent access to reliable transportation can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Improved transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as there is no explicit reference as to where rural areas will be connected to.	The policy could be enhanced by making explicit reference to connecting rural areas to services, facilities and amenities.	Y	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	+	+	++	The policy has been amended by referencing improving access for rural communities to opportunities for employment, education and leisure through sustainable options. Therefore, the scoring has increased to very positive.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to journey times, however the policy is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	+	+	+	D	P	Local	Lower socio-economic groups and deprived areas	Consistent access to reliable transportation can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Improved transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it has the potential to contribute to the decarbonisation of transport in rural areas by providing sustainable alternatives.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	+	+	+	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	o	o	o	I	T	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to increasing investment, however the policy is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	-	-	-		P	Local	Lower socio-economic groups and deprived areas	Consistent access to reliable transportation can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Improved transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as there is no explicit reference as to where rural areas will be connected to.	The policy could be enhanced by making explicit reference to connecting rural areas to major employment and residential growth areas.	Partially	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	+	+	++	The policy has been amended by referencing improving access for rural communities to opportunities for employment through sustainable options. Therefore, the scoring has increased to very positive.	The policy could be further enhanced by making explicit reference to connecting rural areas to residential growth areas.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	o	o	o	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Improved health and reduced health inequalities through positive planning.	Increased physical activity, improved mental and physical health, and increased independence.	The policy has positive effects as it will provide more opportunities for active travel.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	+	+	+	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to the content within the West Yorkshire Streets for Everyone Strategy, as this is yet to be adopted.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	+	+	++	The policy has been amended by referencing improving access for rural communities to opportunities for employment, education and leisure through sustainable options. Therefore, the scoring has increased to very positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on connecting rural areas.	The policy could be enhanced by making explicit reference to connecting rural areas to key locations.	Y	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	+	+	++	The policy has been amended by referencing improving access for rural communities to opportunities for employment, education and leisure through sustainable options. Therefore, the scoring has increased to very positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	-	-	-	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Potential link to other initiatives which seek to integrate communities	Improved connectivity make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	This policy has negative effects as it does not make the link between promoting greater equality of opportunity and connecting rural areas.	The policy could be enhanced by making explicit reference to how connecting rural areas will promote equality of opportunity.	N	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	+	+	++	The policy has been amended by referencing improving access for rural communities to opportunities for employment, education and leisure through sustainable options. Therefore, the scoring has increased to very positive.	The policy could be enhanced by making explicit reference to how connecting rural areas will promote equality of opportunity.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	o	o	o	D	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	This policy has neutral effects as it does not reference accessible and inclusive design, however the policy is focused on connecting rural areas.	The policy could be enhanced by making explicit reference to how connecting rural areas will promote equality of opportunity.	N	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to how connecting rural areas will promote equality of opportunity.

13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	-	-	-	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Potential link to other initiatives which seek to integrate communities	Improved connectivity makes it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	This policy has negative effects as it does not make the link between promoting greater equality of opportunity and connecting rural areas.	The policy could be enhanced by making explicit reference to how connecting rural areas through affordability and accessibility will promote equality of opportunity.	N	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	-	-	-	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to how connecting rural areas through affordability and accessibility will promote equality of opportunity.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	+	+	++	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Potential link to other initiatives which seek to integrate communities	Improved connectivity makes it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	This policy has positive effects as it makes reference to improving connections to rural communities.	The policy could be enhanced by making explicit reference to how connecting rural areas will promote equality of opportunity.	N	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	+	+	++	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to how connecting rural areas will promote equality of opportunity.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	+	+	++	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Potential link to other initiatives which seek to integrate communities	Improved connectivity makes it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	This policy has positive effects as it makes reference to improving connections to areas with lower levels of connectivity.	The policy could be enhanced by making explicit reference to how connecting rural areas will promote equality of opportunity, particularly in deprived areas.	N	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	+	+	++	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to how connecting rural areas will promote equality of opportunity, particularly in deprived areas.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	+	+	++	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Potential link to other initiatives which seek to integrate communities	Improved connectivity makes it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	This policy has positive effects as it makes reference to improving digital connectivity.	The policy could be enhanced by making explicit reference to how connecting rural areas will promote equality of opportunity.	N	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	+	+	++	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to how connecting rural areas will promote equality of opportunity.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	-	-	-	D	P	Regional	Transport network, road network, road users, local communities	Safe transportation and routes can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Could have synergistic effects when combined with schemes that address accessibility, affordability, and reliability.	This policy has negative effects as it does not make the link between safety and connecting isolated urban communities.	This policy could be enhanced by making explicit reference to safety improving freedom of movement and therefore connectivity and access to opportunities.	N	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	-	-	-	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to safety improving freedom of movement and therefore connectivity and access to opportunities.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	-	-	-	D	P	Regional	Transport network, road network, road users, local communities	Safe transportation and routes can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Could have synergistic effects when combined with schemes that address accessibility, affordability, and reliability.	This policy has negative effects as it does not make the link between safety and connecting isolated urban communities.	This policy could be enhanced by making explicit reference to safety improving freedom of movement and therefore connectivity and access to opportunities.	N	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	-	-	-	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to safety improving freedom of movement and therefore connectivity and access to opportunities.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	o	o	o	I	P	Regional	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	o	o	o	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on connecting rural areas.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access to services and opportunities for employment, education and leisure, and the Streets for Everyone Strategy.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access to services and opportunities for employment, education and leisure through sustainable options, and the Streets for Everyone Strategy,, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

Policy Name	IA4																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	o	o	o	I	T	Local	Air quality, vulnerable communities	N/A	N/A	This policy has neutral effects as it does not reference air quality, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	This policy has neutral effects as it does not reference air quality, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats	N/A	N/A	This policy has neutral effects as it does not reference air quality, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	This policy has neutral effects as it does not reference biodiversity, geodiversity, and blue and green infrastructure, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	This policy has neutral effects as it does not reference biodiversity, geodiversity, and blue and green infrastructure, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure	N/A	N/A	This policy has neutral effects as it does not reference biodiversity, geodiversity, and blue and green infrastructure, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure	N/A	N/A	This policy has neutral effects as it does not reference biodiversity, geodiversity, and blue and green infrastructure, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, carbon sinks	N/A	N/A	This policy has neutral effects as it does not reference biodiversity, geodiversity, and blue and green infrastructure, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	o	o	o	I	P	Local	Green spaces, green infrastructure, blue infrastructure	N/A	N/A	This policy has neutral effects as it does not reference biodiversity, geodiversity, and blue and green infrastructure, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?"	o	o	o	I	T	Local	Green spaces, green infrastructure, local nature recovery groups	N/A	N/A	This policy has neutral effects as it does not reference biodiversity, geodiversity, and blue and green infrastructure, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	+	+	+	D	T	Wider	Transport network, road network, road users, air quality	Affordable access to reliable transportation can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Affordable transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	This policy has positive effects as there is reference to ensuring fares and tickets offer good value for money across the public transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	+	+	+	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	+	+	+	I	T	Wider	Transport network, road network, road users, air quality	Affordable access to reliable transportation can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Affordable transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	This policy has positive effects as there is reference to ensuring fares and tickets offer good value for money across the public transport network, which promotes the use of sustainable transport.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	+	+	+	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	o	o	o	I	P	Local	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	+	I	T	Wider	Transport network, road network, road users, air quality	Affordable access to reliable transportation can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Affordable transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	This policy has positive effects as affordability will enable a modal shift to more sustainable forms of transport.	The policy could be enhanced by making explicit reference to reducing emissions through sustainable modes of transport.	N	The policy now references the Weaver Network, replacing 'public transport'.	+	+	+	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to reducing emissions through sustainable modes of transport.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	This policy has neutral effects as it does not reference climate change and associated extreme weather events, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	o	o	o	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	This policy has neutral effects as it does not reference climate change and associated extreme weather events, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	This policy has neutral effects as it does not reference climate change and associated extreme weather events, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	o	o	o	I	T	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	This policy has neutral effects as it does not reference climate change and associated extreme weather events, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	This policy has neutral effects as it does not reference climate change and associated extreme weather events, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	This policy has neutral effects as it does not reference climate change and associated extreme weather events, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	o	o	o	I	P	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recyclings, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recyclings, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recyclings, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	+	+	+	I	P	Wider	Transport network, road network, road users, utility network, construction industry	Affordable access to reliable transportation can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Affordable transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	This policy has positive effects as there is reference to ensuring fares and tickets offer good value for money across the public transport network, which promotes the use of sustainable transport.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	+	+	+	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	o	o	o	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recyclings, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	o	o	o	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	o	o	o	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	o	o	o	I	T	Regional	Built environment, protected landscapes, blue and green infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	o	o	o	I	T	Regional	Built environment, protected landscapes, public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	o	o	o	I	T	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however it is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to reducing road traffic and congestion, however the policy is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	The increased number of residents in areas using public transport will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	Affordable public transport, combined with active travel options like walking and cycling, creates a more integrated and accessible transport network. This synergy makes it easier for residents to move around, improving access to jobs, education, and services.	The policy has positive effects as it makes reference to improving access to public transport.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	+	+	+	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to the quality and availability of active travel, however the policy is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to the green and blue infrastructure, however the policy is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	++	++	++	D	P	Wider	Transport network, road network, road users, air quality	The increased number of residents in areas using public transport will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	Affordable public transport, combined with active travel options like walking and cycling, creates a more integrated and accessible transport network. This synergy makes it easier for residents to move around, improving access to jobs, education, and services.	The policy has positive effects as it makes reference to improving access to public transport through affordability.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	++	++	++	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to low emission vehicle infrastructure, however the policy is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to housing and unemployment areas, however the policy is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	+	+	+	D	P	Local	Lower socio-economic groups and deprived areas	Affordable access to reliable transportation can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Affordable transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it makes reference to reducing social exclusion.	The policy could be enhanced by making explicit reference to social exclusion from employment and skills development opportunities.	N	The policy now references the Weaver Network, replacing 'public transport'.	+	+	+	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to social exclusion from employment and skills development opportunities.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	+	+	+	D	P	Local	Lower socio-economic groups and deprived areas	Affordable access to reliable transportation can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Affordable transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it makes reference to reducing social exclusion.	The policy could be enhanced by making explicit reference to social exclusion from services, facilities, and amenities.	N	The policy now references the Weaver Network, replacing 'public transport'.	+	+	+	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to social exclusion from services, facilities, and amenities.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	o	o	o	I	T	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to supporting a reduction in journey times, however the policy is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	+	+	+	I	P	Wider	Lower socio-economic groups and deprived areas	Affordable access to reliable transportation can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Affordable transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as there is reference to ensuring fares and tickets offer good value for money and working in cross-boundary partnerships, which could help to optimise the economic outcomes for West Yorkshire.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	+	+	+	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	o	o	o	I	T	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to increasing investment, however the policy is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to physical accessibility, however the policy is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Improved health and reduced health inequalities through positive planning.	Increased physical activity, improved mental and physical health, and increased independence.	The policy has positive effects as it reducing transport costs means people can dedicate more income to health needs.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	+	+	+	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Improved health and reduced health inequalities through positive planning.	Increased physical activity, improved mental and physical health, and increased independence.	The policy has positive effects as it reducing transport costs means people can dedicate more income to health needs.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	+	+	+	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	+	+	++	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Potential link to other initiatives which seek to integrate communities	Affordability of transport makes it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it references removing cost as a barrier to transport and reducing social exclusion.	The policy could be enhanced by making explicit reference to supporting low income and unemployed people.	N	The policy now references the Weaver Network, replacing 'public transport'.	+	+	++	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to supporting low income and unemployed people.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to accessible and inclusive design, however the policy is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	++	++	++	D	T	Wider	Lower socio-economic groups and deprived areas, vulnerable groups	Potential link to other initiatives which seek to integrate communities	Affordability of transport makes it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has very positive effects as it references making the public transport network good value for money.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	++	++	++	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	+	+	++	D	T	Wider	Lower socio-economic groups and deprived areas, vulnerable groups	Potential link to other initiatives which seek to integrate communities	Affordability of transport makes it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it references reducing social exclusion.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	+	+	++	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	+	+	++	D	T	Wider	Lower socio-economic groups and deprived areas, vulnerable groups	Potential link to other initiatives which seek to integrate communities	Affordability of transport makes it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it references reducing social exclusion.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	+	+	++	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to access to information, however the policy is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	o	o	o	I	P	Regional	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	o	o	o	I	P	Regional	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	o	o	o	I	P	Regional	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	o	o	o	I	P	Regional	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	o	o	o	I	P	Regional	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	o	o	o	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on affordable fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, replacing 'public transport'.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

Policy Name	IA5																			
Ref	Objective	Assessment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	+	+	+	D	T	Local	Air quality, vulnerable communities	Increased trips by private motor vehicle will worsen the air quality over time, and therefore health, if efforts for minimisation are not sustained.	Developing infrastructure for walking and cycling encourages these modes of transport, reducing reliance on motor vehicles and decreasing pollution levels	This policy has positive effects as it references sustainable modes which will reduce air pollution.	The policy could be enhanced by making explicit reference to reducing emissions through sustainable modes of transport.	N	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	+	+	+	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to reducing emissions through sustainable modes of transport.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	+	+	+	D	T	Local	Air quality, vulnerable communities	Increased trips by private motor vehicle will worsen the air quality over time, and therefore health, if efforts for minimisation are not sustained.	Developing infrastructure for walking and cycling encourages these modes of transport, reducing reliance on motor vehicles and decreasing pollution levels	This policy has positive effects as it references sustainable modes which will reduce air pollution.	The policy could be enhanced by making explicit reference to reducing emissions through sustainable modes of transport.	N	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	+	+	+	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to reducing emissions through sustainable modes of transport.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats	N/A	N/A	This policy has neutral effects as it does not reference air quality, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	This policy has neutral effects as it does not reference biodiversity, geodiversity, and blue and green infrastructure, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	This policy has neutral effects as it does not reference biodiversity, geodiversity, and blue and green infrastructure, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure	N/A	N/A	This policy has neutral effects as it does not reference biodiversity, geodiversity, and blue and green infrastructure, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure	N/A	N/A	This policy has neutral effects as it does not reference biodiversity, geodiversity, and blue and green infrastructure, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, carbon sinks	N/A	N/A	This policy has neutral effects as it does not reference biodiversity, geodiversity, and blue and green infrastructure, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	o	o	o	I	P	Local	Green spaces, green infrastructure, blue infrastructure	N/A	N/A	This policy has neutral effects as it does not reference biodiversity, geodiversity, and blue and green infrastructure, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?"	o	o	o	I	T	Local	Green spaces, green infrastructure, blue infrastructure, local nature recovery groups	N/A	N/A	This policy has neutral effects as it does not reference biodiversity, geodiversity, and blue and green infrastructure, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when combined with disincentivising private car use.	This policy has positive effects as it promotes sustainable modes of transport through increased accessibility and availability.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	+	+	++	The policy has been amended by referencing improving access. Therefore, the scoring has increased to very positive.	None identified.

3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	+	+	++	The policy has been amended by referencing improving access to the Weaver Network, which will encourage a reduction in private car use. Therefore, the scoring has increased to very positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when combined with disincentivising private car use.	This policy has positive effects as it promotes sustainable modes of transport through increased accessibility and availability.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	+	+	+	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when combined with disincentivising private car use.	This policy has positive effects as it promotes sustainable modes of transport through increased accessibility and availability and integrated facilities and services.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	+	+	++	The policy has been amended by referencing improving access to the Weaver Network through new and enhanced services, which will encourage a reduction in private car use. Therefore, the scoring has increased to very positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	o	o	o	I	P	Local	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when combined with disincentivising private car use.	This policy has positive effects as through removing barriers to the use of sustainable transport.	The policy could be enhanced by making explicit reference to reducing emissions through sustainable modes of transport.	N	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	+	+	++	The policy has been amended by referencing improving access to the Weaver Network, which will contribute to achieving Net Zero. Therefore, the scoring has increased to very positive.	The policy could be enhanced by making explicit reference to reducing emissions through sustainable modes of transport.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	This policy has neutral effects as it does not reference climate change and associated extreme weather events, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	o	o	o	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	This policy has neutral effects as it does not reference climate change and associated extreme weather events, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	This policy has neutral effects as it does not reference climate change and associated extreme weather events, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	o	o	o	I	T	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	This policy has neutral effects as it does not reference climate change and associated extreme weather events, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	This policy has neutral effects as it does not reference climate change and associated extreme weather events, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	This policy has neutral effects as it does not reference climate change and associated extreme weather events, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	o	o	o	I	P	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recyclings, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recyclings, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recyclings, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	+	+	+	D	P	Regional	Transport network, road network, road users, utility network, construction industry	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when combined with discounting private car use.	This policy has positive effects as it promotes the use of sustainable forms of transport.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	+	+	++	The policy has been amended by referencing improving access to the Weaver Network, which will promote a modal shift to sustainable transport. Therefore, the scoring has increased to very positive.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	o	o	o	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recyclings, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	o	o	o	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	o	o	o	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	o	o	o	I	T	Regional	Built environment, protected landscapes, blue and green infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	o	o	o	I	T	Regional	Built environment, protected landscapes, public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	o	o	o	I	T	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to reducing road traffic and congestion, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	The increased number of residents in areas using transport infrastructure will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	Accessible public transport, combined with active travel options like walking and cycling, creates a more integrated and accessible transport network. This synergy makes it easier for residents to move around, improving access to jobs, education, and services.	The policy has positive effects as it promotes a shift to sustainable transport by removing barriers to access.	The policy could be enhanced by making explicit reference to improving accessibility to services and key locations.	N	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	+	+	+	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to improving accessibility to services and key locations.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	The increased number of residents in areas using transport infrastructure will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	Accessible public transport, combined with active travel options like walking and cycling, creates a more integrated and accessible transport network. This synergy makes it easier for residents to move around, improving access to jobs, education, and services.	The policy has positive effects as it makes reference to enhancing existing infrastructure.	The policy could be enhanced by making explicit reference to improving active travel infrastructure.	N	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	+	+	+	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to improving active travel infrastructure.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to blue and green infrastructure, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	The increased number of residents in areas using transport infrastructure will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	Accessible public transport, combined with active travel options like walking and cycling, creates a more integrated and accessible transport network. This synergy makes it easier for residents to move around, improving access to jobs, education, and services.	The policy has positive effects as it makes reference to making the transport network accessible.	The policy could be enhanced by making explicit reference to the types of schemes and enhancements that will be introduced.	Partially.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	+	+	++	The policy has been amended by referencing improving access to the Weaver Network, which will promote a modal shift to sustainable transport. The reference to 'new schemes' has also been removed. Therefore, the scoring has increased to very positive.	N
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to low emission vehicle infrastructure, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to housing and employment areas, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity and access to opportunities, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	+	+	+	D	P	Regional	Lower socio-economic groups and deprived areas	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when combined with disincentivising private car use.	The policy has positive effects as it will improve accessibility to services, facilities and amenities by removing barriers to travel.	The policy could be enhanced by making explicit reference to improving accessibility to services and key locations.	Y	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	+	+	++	The policy has been amended by referencing improving access to the Weaver Network, through enhanced services, stations and stops. Therefore, the scoring has increased to very positive.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity and access to opportunities, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity and access to opportunities, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity and access to opportunities, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity and access to opportunities, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Improved health and reduced health inequalities through positive planning.	Increased physical activity, improved mental and physical health, and increased independence.	The policy has positive effects as it will improve accessibility and therefore reduce social isolation, as well as improving active lifestyles.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	+	+	+	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Improved health and reduced health inequalities through positive planning.	Increased physical activity, improved mental and physical health, and increased independence.	The policy has positive effects as it will improve accessibility and therefore reduce social isolation, as well as improving active lifestyles.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	+	+	+	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however it is focused on removing barriers to accessing the transport network.	The policy could be enhanced by making explicit reference to improving accessibility to these areas specifically.	Partially	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to improving accessibility to these areas specifically.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Potential link to other initiatives which seek to integrate communities	Accessibility of transport makes it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it will improve the accessibility and affordability of sustainable transport modes.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	+	+	+	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	+	+	+	D	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Potential link to other initiatives which seek to integrate communities	Accessibility of transport makes it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has a positive effect as it references ensuring that no one is excluded is the transport network.	The policy could be enhanced by making more explicit reference to how barriers will be removed through accessible and inclusive design.	N	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	+	+	+	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making more explicit reference to how barriers will be removed through accessible and inclusive design.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Potential link to other initiatives which seek to integrate communities	Accessibility of transport makes it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it provides affordable transport options (public transport and active travel).	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	+	+	+	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to improving connections between communities, however it is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	+	+	+	D	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Potential link to other initiatives which seek to integrate communities	Accessibility of transport makes it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has a positive effect as it references making the transport network accessible.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	+	+	+	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	-	-	-	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Potential link to other initiatives which seek to integrate communities	Accessibility of transport makes it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as it does not reference improving access to information.	The policy could be enhanced by making explicit reference to improving access to transport information as a way of removing barriers to accessing the network.	Y	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	+	+	++	The policy has been amended by referencing improving access to the Weaver Network, through information and ticketing. Therefore, the scoring has increased to very positive.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	o	o	o	I	P	Regional	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	o	o	o	I	P	Regional	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	o	o	o	I	P	Regional	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	o	o	o	I	P	Regional	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	o	o	o	I	P	Regional	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	o	o	o	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise, and light pollution, however the policy is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise, and light pollution, however the policy is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise, and light pollution, however the policy is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise, and light pollution, however the policy is focused on removing barriers to accessing the transport network.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. The text 'new schemes' has been removed.	o	o	o	Although the policy has been amended by referencing the Weaver Network, improving access through new and enhanced services such as stations and stops, and information and ticketing. , it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

Policy Name	IA6																			
Ref	Objective	Assessment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	o	o	o	I	T	Local	Air quality, vulnerable communities	N/A	N/A	This policy has neutral effects as it does not reference air quality, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	+	+	+	The policy has been amended by referencing promoting sustainable travel, which will support the minimisation of air pollution emissions. Therefore, the scoring has increased to very positive.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	This policy has neutral effects as it does not reference air quality, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	+	+	+	The policy has been amended by referencing promoting sustainable travel, which will support the minimisation of air pollution emissions. Therefore, the scoring has increased to very positive.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats	N/A	N/A	This policy has neutral effects as it does not reference air quality, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	This policy has neutral effects as it does not reference biodiversity, geodiversity, and blue and green infrastructure, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	This policy has neutral effects as it does not reference biodiversity, geodiversity, and blue and green infrastructure, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure	N/A	N/A	This policy has neutral effects as it does not reference biodiversity, geodiversity, and blue and green infrastructure, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure	N/A	N/A	This policy has neutral effects as it does not reference biodiversity, geodiversity, and blue and green infrastructure, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, carbon sinks	N/A	N/A	This policy has neutral effects as it does not reference biodiversity, geodiversity, and blue and green infrastructure, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	o	o	o	I	P	Local	Green spaces, green infrastructure, blue infrastructure	N/A	N/A	This policy has neutral effects as it does not reference biodiversity, geodiversity, and blue and green infrastructure, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?	o	o	o	I	T	Local	Green spaces, green infrastructure, blue infrastructure, local nature recovery groups	N/A	N/A	This policy has neutral effects as it does not reference biodiversity, geodiversity, and blue and green infrastructure, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	+	+	++	The policy has been amended by referencing access to travel information and promoting sustainable travel, which will support the minimisation of air pollution emissions. Therefore, the scoring has increased to very positive.	None identified.

3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	+	+	++	The policy has been amended by referencing access to promoting sustainable travel, which will support the minimisation of air pollution emissions. Therefore, the scoring has increased to very positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	+	+	++	The policy has been amended by referencing access to travel information, payment mechanisms and promoting sustainable travel, which will support the minimisation of air pollution emissions. Therefore, the scoring has increased to very positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	o	o	o	I	P	Local	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has neutral effects as it does not reference greenhouse gas emissions, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	+	+	++	The policy has been amended by referencing sustainable travel, which will contribute to achieving Net Zero. Therefore, the scoring has increased to very positive.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	This policy has neutral effects as it does not reference climate change and associated extreme weather events, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	o	o	o	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	This policy has neutral effects as it does not reference climate change and associated extreme weather events, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	This policy has neutral effects as it does not reference climate change and associated extreme weather events, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	o	o	o	I	T	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	This policy has neutral effects as it does not reference climate change and associated extreme weather events, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	This policy has neutral effects as it does not reference climate change and associated extreme weather events, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	This policy has neutral effects as it does not reference climate change and associated extreme weather events, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	o	o	o	I	P	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recyclings, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recyclings, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recyclings, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	o	o	o	I	P	Regional	Transport network, road network, road users, utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recyclings, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	o	o	o	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recyclings, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	o	o	o	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	o	o	o	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	o	o	o	I	T	Regional	Built environment, protected landscapes, blue and green infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	o	o	o	I	T	Regional	Built environment, protected landscapes, public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	o	o	o	I	T	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to reducing road traffic and congestion, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	The increased number of residents in areas using transport infrastructure will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	Accessible public transport, combined with active travel options like walking and cycling, creates a more integrated and accessible transport network. This synergy makes it easier for residents to move around, improving access to jobs, education, and services.	The policy has positive effects as it promotes accessibility to public transport to key services and facilities.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	+	+	++	The policy has been amended by referencing access to travel information, payment mechanisms and promoting sustainable travel. Therefore, the scoring has increased to very positive.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	-	-	-	D	P	Regional	Transport network, road network, road users, air quality	The increased number of residents in areas using transport infrastructure will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	Accessible public transport, combined with active travel options like walking and cycling, creates a more integrated and accessible transport network. This synergy makes it easier for residents to move around, improving access to jobs, education, and services.	The policy has negative effects as it does not reference active travel.	The policy could be enhanced by making explicit reference to ensure active travel networks meet the needs of children and young people.	N	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	-	-	-	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to ensure active travel networks meet the needs of children and young people.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting access to key services, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	-	-	-	D	P	Regional	Transport network, road network, road users, air quality	The increased number of residents in areas using transport infrastructure will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	Accessible public transport, combined with active travel options like walking and cycling, creates a more integrated and accessible transport network. This synergy makes it easier for residents to move around, improving access to jobs, education, and services.	The policy has negative effects as it does not reference making transport more accessible and affordable for young people, particularly for those in low income households, deprived areas, and less connected areas.	The policy could be enhanced by making explicit reference to making transport more accessible and affordable for young people, particularly for those in low income households, deprived areas, and less connected areas.	N	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	+	+	++	The policy has been amended by referencing access to travel information, payment mechanisms and promoting sustainable travel. Therefore, the scoring has increased to very positive.	The policy could be enhanced by making explicit reference to making transport more accessible and affordable for young people, particularly for those in low income households, deprived areas, and less connected areas.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to low emission vehicle infrastructure, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to housing and employment areas, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	+	+	+	D	P	Regional	Lower socio-economic groups and deprived areas	Consistent access to reliable transportation can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Affordable transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it references enabling access to education and other opportunities.	The policy could be enhanced by making explicit reference to improving access for those in high levels of unemployment.	N	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	+	+	+	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to improving access for those in high levels of unemployment.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	+	+	+	D	P	Regional	Lower socio-economic groups and deprived areas	Consistent access to reliable transportation can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Affordable transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as improving network legibility will improve access to services, facilities, and amenities.	The policy could be enhanced by making explicit reference to improving access to services, facilities, and amenities for young people.	N	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	+	+	++	The policy has been amended by referencing access to travel information, payment mechanisms and promoting sustainable travel. Therefore, the scoring has increased to very positive.	The policy could be enhanced by making explicit reference to improving access to services, facilities, and amenities for young people.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity and access to opportunities, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity and access to opportunities, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity and access to opportunities, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity and access to opportunities, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Improved health and reduced health inequalities through positive planning.	Increased physical activity, improved mental and physical health, and increased independence.	The policy has positive effects as it promotes greater independence and increased access to opportunities.	The policy could be enhanced by making explicit reference to promoting the health and wellbeing of children and young people through tailored active travel provision and access to open space and healthy recreation.	N	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	+	+	+	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to promoting the health and wellbeing of children and young people through tailored active travel provision and access to open space and healthy recreation.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	+	+	++	The policy has been amended by referencing promoting sustainable travel, which will have a positive impact on health. Therefore, the scoring has increased to very positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however it is focused on transport for children and young people.	The policy could be enhanced by making explicit reference to promoting the health and wellbeing of children and young people through tailored active travel provision and access to open space and healthy recreation.	N	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to promoting the health and wellbeing of children and young people through tailored active travel provision and access to open space and healthy recreation.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however it is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	+	+	++	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Potential link to other initiatives which seek to integrate communities	Accessibility of transport makes it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it references enabling access to opportunities for young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	+	+	++	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	-	-	-	D	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Potential link to other initiatives which seek to integrate communities	Accessibility of transport makes it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as it does not reference promoting accessible and inclusive design (except for legibility and wayfinding), or meeting the needs of young disabled people.	The policy could be enhanced by making explicit reference to how accessible and inclusive design will be used to ensure transport networks meet the needs of young people and young disabled people.	N	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	-	-	-	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to how accessible and inclusive design will be used to ensure transport networks meet the needs of young people and young disabled people.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	+	+	++	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Potential link to other initiatives which seek to integrate communities	Accessibility of transport makes it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it references enabling access to education and opportunities for young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	+	+	++	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	+	+	++	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Potential link to other initiatives which seek to integrate communities	Accessibility of transport makes it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it references enabling access to education and opportunities for young people, and promoting independent travel.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	+	+	++	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	-	-	-	D	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Potential link to other initiatives which seek to integrate communities	Accessibility of transport makes it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as it does not reference enhancing access to transport for young people in the most deprived areas.	The policy could be enhanced by making explicit reference to enhancing access to transport for young people in the most deprived areas.	N	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	+	+	+	The policy has been amended by referencing promoting sustainable travel. Therefore, the scoring has increased to positive.	The policy could be enhanced by making explicit reference to enhancing access to transport for young people in the most deprived areas.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	-	-	-	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Potential link to other initiatives which seek to integrate communities	Accessibility of transport makes it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as it does not reference improving access to information for young people and parents to promote independent travel.	The policy could be enhanced by making explicit reference to improving access to transport information as a way of promoting independent travel.	Y	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	+	++	++	The policy has been amended by referencing access to ravel information and promoting sustainable travel. Therefore, the scoring has increased to very positive.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	-	-	-	D	P	Regional	Transport network, road network, road users, local communities	Safe transportation and routes can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Could have synergistic effects when combined with schemes that address accessibility, affordability, and reliability.	The policy has negative effects as it does not make explicit reference to how safety will be embedded.	The policy could be enhanced by making explicit reference to how safety will be embedded, for example, through making improvements to public realm and levels of natural surveillance.	N	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	-	-	-	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to how safety will be embedded, for example, through making improvements to public realm and levels of natural surveillance.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	+	+	++	D	P	Regional	Transport network, road network, road users, local communities	Safe transportation and routes can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Could have synergistic effects when combined with schemes that address accessibility, affordability, and reliability.	The policy has positive effects as it makes reference to embedding safety to improve access to opportunities for young people.	The policy could be enhanced by making explicit reference to how safety will be embedded.	N	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	+	+	++	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to how safety will be embedded.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	-	-	-	D	P	Regional	Transport network, road network, road users, local communities	Safe transportation and routes can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Could have synergistic effects when combined with schemes that address accessibility, affordability, and reliability.	The policy has negative effects as it does not make explicit reference to how safety will be embedded.	The policy could be enhanced by making explicit reference to how safety will be embedded, for example, through reducing the risk that vehicles pose on children and young people, such as speeding.	N	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	-	-	-	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to how safety will be embedded, for example, through reducing the risk that vehicles pose on children and young people, such as speeding.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	-	-	-	D	P	Regional	Transport network, road network, road users, local communities	Safe transportation and routes can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Could have synergistic effects when combined with schemes that address accessibility, affordability, and reliability.	The policy has negative effects as it does not make explicit reference to how safety will be embedded.	The policy could be enhanced by making explicit reference to how safety will be embedded, for example, through increasing traffic calming initiatives, particularly in deprived areas.	N	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	-	-	-	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to how safety will be embedded, for example, through increasing traffic calming initiatives, particularly in deprived areas.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	-	-	-	D	P	Regional	Transport network, road network, road users, local communities	Safe transportation and routes can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Could have synergistic effects when combined with schemes that address accessibility, affordability, and reliability.	The policy has negative effects as it does not make explicit reference to how safety will be embedded.	The policy could be enhanced by making explicit reference to how safety will be embedded, for example, through providing initiatives to enhance road safety for young people.	N	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	-	-	-	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to how safety will be embedded, for example, through providing initiatives to enhance road safety for young people.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	o	o	o	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise, and light pollution, however the policy is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise, and light pollution, however the policy is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise, and light pollution, however the policy is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise, and light pollution, however the policy is focused on transport for children and young people.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel.	o	o	o	Although the policy has been amended by referencing the Weaver Network, access to travel information and payment mechanisms, and promoting sustainable travel, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

Policy Name	I0												
Ref	Objective	Assesement Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	+	+	+	I	T	Local	Air quality, vulnerable communities	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	The policy could significantly contribute to air quality enhancement alongside other policies that encourage modal shift from private car use to public transport.	The policy has positive effects as promoting the greater use of sustainable transport will help to minimise air pollution.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	+	+	++	D	T	Regional	Air quality, vulnerable communities	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	The policy could significantly contribute to air quality enhancement alongside other policies that encourage modal shift from private car use to public transport.	The policy has positive effects as promoting the greater use of sustainable transport will help to minimise air pollution.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	+	+	+	I	T	Regional	Air quality, vulnerable communities	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	The policy could significantly contribute to air quality enhancement alongside other policies that encourage modal shift from private car use to public transport.	The policy has positive effects as measures to promote walking and cycling could include the provision of green infrastructure, such as parks.	The policy could be enhanced by specifically referencing green infrastructure as a measure to promote active travel, and the direct and indirect benefits to this.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	-	-	-	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term. However the policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and	N/A	The policy has negative effects as there is no reference to the considerations of avoiding and protecting designated habitats and important sites, whereas the policy aims to promote active travel.	Pollicy could make more explicit reference to avoiding and protecting designated habitats and important sites in relation to managing active travel.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	+	+	+	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term. However the policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and	N/A	The policy has positive effects as measures to promote walking and cycling could include the provision of green infrastructure, such as parks.	The policy could be enhanced by specifically referencing green infrastructure as a measure to promote active travel, and the direct and indirect benefits to this.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	+	+	+	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term. However the policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on these areas.	N/A	The policy has positive effects as measures to promote walking and cycling could include the provision of green infrastructure, such as parks.	The policy could be enhanced by specifically referencing green infrastructure as a measure to promote active travel, and the direct and indirect benefits to this.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	O	O	O	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species, nature, wildlife	N/A	N/A	The policy has neutral effects as there is no reference to habitats or important sites, however the policy is focused on sustainable travel.	None identified.

2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	+	+	+	I	P	Regional	Carbon sinks	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term. However the policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on these areas.	The policy could significantly contribute to air quality enhancement alongside other policies that encourage modal shift from private car use to public transport.	The policy has positive effects as measures to promote walking and cycling could include the provision of green infrastructure, such as parks with trees which act as carbon sinks.	The policy could be enhanced by specifically referencing green infrastructure as a measure to promote active travel, and the direct and indirect benefits to this.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	+	+	+	I	P	Local	Local communities, green infrastructure, blue infrastructure	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term. However the policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on these areas.	The policy could significantly contribute to air quality enhancement alongside other policies that encourage modal shift from private car use to public transport.	The policy has positive effects as measures to promote walking and cycling could include the provision of green infrastructure, such as parks.	The policy could be enhanced by specifically referencing green infrastructure as a measure to promote active travel, and the direct and indirect benefits to this.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?’	O	O	O	I	T	Regional	Local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to habitats or important sites, however the policy is focused on sustainable travel.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	+	+	++	D	T	Regional	Transport network, road network, road users, air quality	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	The policy could significantly contribute to the promotion of sustainable transport alongside other policies that improves the convenience, accessibility, and affordability of public transport.	The policy has positive effects as it focuses on prioritising and promoting sustainable travel.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	+	+	++	I	T	Regional	Transport network, road network, road users, air quality	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	The policy could significantly contribute to the promotion of sustainable transport alongside other policies that improves the convenience, accessibility, and affordability of public transport.	The policy has positive effects as it focuses on prioritising and promoting sustainable travel.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	+	+	++	I	T	Regional	Transport network, road network, road users, air quality	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	The policy could significantly contribute to the promotion of sustainable transport alongside other policies that improves the convenience, accessibility, and affordability of public transport.	The policy has positive effects as it focuses on prioritising and promoting sustainable travel.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	+	+	+	I	T	Regional	Transport network, road network, road users, air quality	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	The policy could significantly contribute to the promotion of sustainable transport alongside other policies that improves the convenience, accessibility, and affordability of public transport.	The policy has positive effects as it focuses on prioritising and promoting sustainable travel.	None identified.

3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	The policy could significantly contribute to the promotion of sustainable transport alongside other policies that improves the convenience, accessibility, and affordability of public transport.	The policy has positive effects as it focuses on prioritising and promoting sustainable travel.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	+	+	++	I	P	Regional	Transport network, road network, road users, air quality	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	The policy could significantly contribute to the promotion of sustainable transport alongside other policies that improves the convenience, accessibility, and affordability of public transport.	The policy has positive effects as it focuses on prioritising and promoting sustainable travel.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	O	O	O	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to low carbon energy generation, however the policy is focused on sustainable travel.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	+	+	+	I	P	Regional	Transport network, road network, road users, air quality	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	The policy could significantly contribute to the promotion of sustainable transport alongside other policies that improves the convenience, accessibility, and affordability of public transport.	The policy has positive effects as rural communities are likely to travel by car due to lack of sustainable transport infrastructure, and so promoting this in rural areas will support more sustainable movement.	The policy could be enhanced by specifically referencing target areas for investment, such as rural areas.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	O	O	O	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to low carbon energy generation, however the policy is focused on sustainable travel.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	-	-	-	I	P	Regional	Transport network, road network, road users, air quality	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	The policy could significantly contribute to the promotion of sustainable transport alongside other policies that improves the convenience, accessibility, and affordability of public transport.	The policy has negative effects as it references transport measures and investment, but does not reference how it will minimise emissions from new infrastructure.	The policy could be enhanced by specifically referencing minimising emissions from new infrastructure.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	++	I	P	Regional	Transport network, road network, road users, air quality	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term.	The policy could significantly contribute to the promotion of sustainable transport alongside other policies that improves the convenience, accessibility, and affordability of public transport.	The policy has positive effects as it focuses on prioritising and promoting sustainable travel, which supports the Net Zero mission.	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	O	O	O	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to low carbon energy generation, however the policy is focused on sustainable travel.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	+	+	+	I	T	Local	Transport network, road network, road users, vulnerable communities	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term. However the policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on these areas.	The policy could significantly contribute to air quality enhancement alongside other policies that encourage modal shift from private car use to public transport.	The policy has positive effects as measures to promote walking and cycling could include the provision of green infrastructure, such as parks.	The policy could be enhanced by specifically referencing green infrastructure as a measure to promote active travel, and the direct and indirect benefits to this.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	O	O	O	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to flooding, however the policy is focused on sustainable travel.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	O	O	O	I	T	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to flooding, however the policy is focused on sustainable travel.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	O	O	O	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climatic effects focused on sustainable travel.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	O	O	O	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to flooding, however the policy is focused on sustainable travel.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	-	-	-	I	P	Regional	Utility network, construction industry	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when combined with discentivising private car use.	The policy has negative effects as it references transport measures and investment, but does not reference how it will enable new infrastructure to be resource efficient.	The policy could be enhanced by specifically referencing resource efficiency in new infrastructure.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	O	O	O	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to waste, however the policy is focused on sustainable travel.	None identified.

5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	O	O	O	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to waste, however the policy is focused on sustainable travel.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	+	+	++	I	P	Regional	Transport network, road network, road users, utility network, construction industry	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Could have synergistic effects when combined with discentivising private car use.	The policy has positive effects as it focuses on prioritising and promoting sustainable travel.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	O	O	O	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to waste, however the policy is focused on sustainable travel.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	O	O	O	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on sustainable travel.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	O	O	O	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on sustainable travel.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	+	+	+	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term. However the policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on these areas.	The policy could significantly contribute to water quality enhancement alongside other policies that encourage modal shift from private car use to public transport.	The policy has positive effects as measures to promote walking and cycling could include the provision of green infrastructure, such as parks.	The policy could be enhanced by specifically referencing green infrastructure as a measure to promote active travel, and the direct and indirect benefits to this.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	O	O	O	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on sustainable travel.	None identified.

6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	+	+	++	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	The promotion of active travel could enhance air quality and support the development of green and blue infrastructure in the long term. However the policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and	The policy could significantly contribute to water quality enhancement alongside other policies that encourage modal shift from private car use to public transport.	The policy has positive effects as measures to promote walking and cycling could include the provision of green infrastructure, such as parks.	The policy could be enhanced by specifically referencing green infrastructure as a measure to promote active travel, and the direct and indirect benefits to this.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	O	O	O	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on sustainable travel.	None identified.
7	Conserve soil resources and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	O	O	O	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to the soil and land, however the policy is focused on sustainable travel.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	O	O	O	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to the soil and land, however the policy is focused on sustainable travel.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	O	O	O	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to the soil and land, however the policy is focused on sustainable travel.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	O	O	O	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to the soil and land, however the policy is focused on sustainable travel.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	O	O	O	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to the soil and land, however the policy is focused on sustainable travel.	None identified.

8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	O	O	O	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to the heritage assets, however the policy is focused on sustainable travel.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	+	+	++	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	The policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on land use planning, including protecting heritage.	Coordinating transport infrastructure with heritage planning ensures that new developments complement the existing character and aesthetics of the area	The policy has positive effects as it focuses on prioritising and promoting sustainable travel.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	O	O	O	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to the heritage assets, however the policy is focused on sustainable travel.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	O	O	O	D	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to the heritage assets, however the policy is focused on sustainable travel.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	O	O	O	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to the heritage assets, however the policy is focused on sustainable travel.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	+	+	++	I	T	Regional	Built environment, protected landscapes, blue and green infrastructure	The policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on these land use planning, including protecting designated landscapes and their settings in the long term.	Coordinating transport infrastructure with landscape and townscape planning ensures that new developments complement the existing character and aesthetics of the area	The policy has positive effects as measures to promote walking and cycling could include the provision of green infrastructure, such as parks.	The policy could be enhanced by specifically referencing green infrastructure as a measure to promote active travel, and the direct and indirect benefits to this.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	+	+	++	I	T	Regional	Built environment, protected landscapes, public rights of way	The policy may raise need for new active travel routes and infrastructure, which will need to consider the locations and potential impacts on these land use planning, including protecting designated landscapes and their settings in the long term.	Coordinating transport infrastructure with landscape and townscape planning ensures that new developments complement the existing character and aesthetics of the area	The policy has positive effects as measures to promote walking and cycling could include the provision of green infrastructure, such as PRoWs.	The policy could be enhanced by specifically referencing green infrastructure as a measure to promote active travel, and the direct and indirect benefits to this.

9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	O	O	O	I	P	Local	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to the landscape or townscape, however the policy is focused on sustainable travel.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	O	O	O	I	T	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to the landscape or townscape, however the policy is focused on sustainable travel.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	+	+	++	I	T	Regional	Transport network, road network, road users, air quality	The increased number of residents in areas using transport infrastructure will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	Accessible public transport, combined with active travel options like walking and cycling, creates a more integrated and accessible transport network. This synergy makes it easier for residents to move around, improving access to jobs, education, and services.	The policy has positive effects as it focuses on prioritising and promoting sustainable travel.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	+	+	++	I	P	Regional	Transport network, road network, road users, air quality	The increased number of residents in areas using transport infrastructure will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	Accessible public transport, combined with active travel options like walking and cycling, creates a more integrated and accessible transport network. This synergy makes it easier for residents to move around, improving access to jobs, education, and services.	The policy has positive effects as it focuses on prioritising and promoting sustainable travel.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	The increased number of residents in areas using transport infrastructure will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	Accessible public transport, combined with active travel options like walking and cycling, creates a more integrated and accessible transport network. This synergy makes it easier for residents to move around, improving access to jobs, education, and services.	The policy has positive effects as it focuses on prioritising and promoting sustainable travel.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	+	+	++	I	T	Regional	Transport network, road network, road users, air quality	The increased number of residents in areas using transport infrastructure will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	Accessible public transport, combined with active travel options like walking and cycling, creates a more integrated and accessible transport network. This synergy makes it easier for residents to move around, improving access to jobs, education, and services.	The policy has positive effects as measures to promote walking and cycling could include the provision of green infrastructure, such as parks.	The policy could be enhanced by specifically referencing green infrastructure as a measure to promote active travel, and the direct and indirect benefits to this.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	++	I	P	Regional	Transport network, road network, road users, air quality	The increased number of residents in areas using transport infrastructure will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	Accessible public transport, combined with active travel options like walking and cycling, creates a more integrated and accessible transport network. This synergy makes it easier for residents to move around, improving access to jobs, education, and services.	The policy has positive effects as it focuses on prioritising and promoting sustainable travel.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	+	+	++	I	P	Regional	Transport network, road network, road users, air quality	The increased number of residents in areas using transport infrastructure will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	Accessible public transport, combined with active travel options like walking and cycling, creates a more integrated and accessible transport network. This synergy makes it easier for residents to move around, improving access to jobs, education, and services.	The policy has positive effects as it focuses on prioritising and promoting sustainable travel.	The policy could be enhanced by specifically referencing EV charging infrastructure as a measure to promote sustainable travel, and the direct and indirect benefits to this.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	+	+	++	I	P	Regional	Transport network, road network, road users, air quality	The increased number of residents in areas using transport infrastructure will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	Accessible public transport, combined with active travel options like walking and cycling, creates a more integrated and accessible transport network. This synergy makes it easier for residents to move around, improving access to jobs, education, and services.	The policy has positive effects as it focuses on prioritising and promoting sustainable travel.	The policy could be enhanced by specifically referencing target areas for investment.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	+	+	++	I	P	Local	Lower socio-economic groups and deprived areas	Enhanced accessibility can lead to a reduction in greenhouse gas emissions and air pollution over time, as more people opt for public transport over private vehicles	High-quality and widely accessible transport options can create a more efficient and user-friendly network, encouraging more people to use sustainable modes of transport	The policy has positive effects as it focuses on prioritising and promoting sustainable travel.	The policy could be enhanced by specifically referencing target areas for investment.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	+	+	++	D	P	Regional	Lower socio-economic groups and deprived areas	Enhanced accessibility can lead to a reduction in greenhouse gas emissions and air pollution over time, as more people opt for public transport over private vehicles	High-quality and widely accessible transport options can create a more efficient and user-friendly network, encouraging more people to use sustainable modes of transport	The policy has positive effects as it focuses on prioritising and promoting sustainable travel.	The policy could be enhanced by specifically referencing target areas for investment.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	+	+	++	I	T	Regional	Lower socio-economic groups and deprived areas	Enhanced accessibility can lead to a reduction in greenhouse gas emissions and air pollution over time, as more people opt for public transport over private vehicles	High-quality and widely accessible transport options can create a more efficient and user-friendly network, encouraging more people to use sustainable modes of transport	The policy has positive effects as it focuses on prioritising and promoting sustainable travel.	The policy could be enhanced by specifically supporting a reduction in journey times as a measure to promote sustainable travel, and the direct and indirect benefits to this.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	+	+	++	I	P	Local	Lower socio-economic groups and deprived areas	Enhanced accessibility can lead to a reduction in greenhouse gas emissions and air pollution over time, as more people opt for public transport over private vehicles	High-quality and widely accessible transport options can create a more efficient and user-friendly network, encouraging more people to use sustainable modes of transport	The policy has positive effects as it focuses on prioritising and promoting sustainable travel.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	+	+	++	D	T	Local	Lower socio-economic groups and deprived areas	Enhanced accessibility can lead to a reduction in greenhouse gas emissions and air pollution over time, as more people opt for public transport over private vehicles	High-quality and widely accessible transport options can create a more efficient and user-friendly network, encouraging more people to use sustainable modes of transport	The policy has positive effects as it focuses on prioritising and promoting sustainable travel through investment.	None identified.

11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	+	+	++	I	P	Local	Lower socio-economic groups and deprived areas	Enhanced accessibility can lead to a reduction in greenhouse gas emissions and air pollution over time, as more people opt for public transport over private vehicles	High-quality and widely accessible transport options can create a more efficient and user-friendly network, encouraging more people to use sustainable modes of transport	The policy has positive effects as it focuses on prioritising and promoting sustainable travel.	The policy could be enhanced by specifically referencing target areas for investment.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	+	+	++	D	T	Regional	Lower socio-economic groups and deprived areas	Improved accessibility to transport, especially active transport options like walking and cycling, can lead to increased physical activity.	Combining improved transport accessibility with health initiatives can amplify benefits. For example, creating safe, accessible walking and cycling paths can encourage more people to engage in physical activity, further enhancing public health	The policy has positive effects as it focuses on prioritising and promoting active travel which will improve health and wellbeing.	The policy could be enhanced by specifically referencing inclusive sustainable travel.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	+	+	++	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Improved accessibility to transport, especially active transport options like walking and cycling, can lead to increased physical activity.	Combining improved transport accessibility with health initiatives can amplify benefits. For example, creating safe, accessible walking and cycling paths can encourage more people to engage in physical activity, further enhancing public health	The policy has positive effects as it focuses on prioritising and promoting active travel which will improve health and wellbeing.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	+	+	++	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Improved accessibility to transport, especially active transport options like walking and cycling, can lead to increased physical activity.	Combining improved transport accessibility with health initiatives can amplify benefits. For example, creating safe, accessible walking and cycling paths can encourage more people to engage in physical activity, further enhancing public health	The policy has positive effects as it focuses on prioritising and promoting sustainable travel.	The policy could be enhanced by specifically referencing target areas for investment.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	+	+	++	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Improved accessibility to transport, especially active transport options like walking and cycling, can lead to increased physical activity.	Combining improved transport accessibility with health initiatives can amplify benefits. For example, creating safe, accessible walking and cycling paths can encourage more people to engage in physical activity, further enhancing public health	The policy has positive effects as it focuses on prioritising and promoting sustainable travel.	The policy could be enhanced by specifically referencing target areas for investment.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	+	+	++	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Improved accessibility to transport, especially active transport options like walking and cycling, can lead to increased physical activity.	Combining improved transport accessibility with health initiatives can amplify benefits. For example, creating safe, accessible walking and cycling paths can encourage more people to engage in physical activity, further enhancing public health	The policy has positive effects as it focuses on prioritising and promoting active travel.	None identified.

13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	-	-	-	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as it does not reference 'wheeling' as a sustainable alternative to travelling by car.	The policy could be enhanced by specifically referencing wheeling.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	+	+	++	D	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it focuses on prioritising and promoting active travel.	The policy could be enhanced by specifically referencing inclusive sustainable travel.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	+	+	++	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it focuses on prioritising and promoting sustainable travel.	The policy could be enhanced by specifically referecning the provision of affordable options as a measure to promote sustainable travel, and the direct and indirect benefits to this.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	+	+	++	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it focuses on prioritising and promoting sustainable travel.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	+	+	++	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it focuses on prioritising and promoting sustainable travel.	The policy could be enhanced by specifically referencing target areas for investment.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	+	+	++	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it focuses on prioritising and promoting sustainable travel.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	+	+	++	D	P	Local	Transport network, road network, road users, local communities	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Safer public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it focuses on prioritising and promoting sustainable travel, which could be achieved through improvements to the public realm	The policy could be enhanced by specifically referecning improving the public realm as a measure to promote sustainable travel, and the direct and indirect benefits to this.

14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	+	+	++	D	P	Regional	Transport network, road network, road users, local communities	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Safer public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it focuses on prioritising and promoting sustainable travel, which could be achieved through improvements to the safety.	The policy could be enhanced by specifically referencing improving safety as a measure to promote sustainable travel, and the direct and indirect benefits to this.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	+	+	++	I	P	Local	Transport network, road network, road users, local communities	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Safer public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it focuses on prioritising and promoting sustainable travel, which could be achieved through improvements to the safety.	The policy could be enhanced by specifically referencing improving safety as a measure to promote sustainable travel, and the direct and indirect benefits to this.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	+	+	++	I	P	Local	Transport network, road network, road users, local communities	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Safer public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it focuses on prioritising and promoting sustainable travel, which could be achieved through improvements to the safety.	The policy could be enhanced by specifically referencing improving safety as a measure to promote sustainable travel, and the direct and indirect benefits to this.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	+	+	++	I	P	Local	Transport network, road network, road users, local communities	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Safer public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it focuses on prioritising and promoting sustainable travel, which could be achieved through improvements to the safety.	The policy could be enhanced by specifically referencing improving safety as a measure to promote sustainable travel, and the direct and indirect benefits to this.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	O	O	O	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to construction and operation, however the policy is focused on sustainable travel.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	O	O	O	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to construction and operation, however the policy is focused on sustainable travel.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	+	+	++	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	Changes in travel patterns as people begin to take advantage of sustainable transport as their main form of transport	The policy could significantly contribute to air quality enhancement alongside other policies that encourage modal shift from private car use to public transport.	The policy has positive effects as it focuses on prioritising and promoting sustainable travel which will reduce air pollution.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	+	+	++	D	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	Changes in travel patterns as people begin to take advantage of sustainable transport as their main form of transport	The policy could significantly contribute to air quality enhancement alongside other policies that encourage modal shift from private car use to public transport.	The policy has positive effects as measures to promote walking and cycling could include the provision of green infrastructure, such as parks.	The policy could be enhanced by specifically referencing green infrastructure as a measure to promote active travel, and the direct and indirect benefits to this.

Policy Name	I1																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	o	o	o	I	T	Local	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference on reducing environmental impacts of transport, however the policy is focused on investmenet in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	+	+	+	The policy has been amended to refer to facilitating public transport use, which supports transition to sustianable transport modes and reduction in emissions. Therefore, the scoring has increased to +.	It is considered that the policy could be further enhanced by including explicit reference to areas with low air quality such as AQMAs.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference on reducing environmental impacts of transport, however the policy is focused on investmenet in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	+	+	+	The policy has been amended to refer to facilitating public transport use, which supports transition to sustianable transport modes and reduction in emissions. Therefore, the scoring has increased to +.	It is considered that the policy could be further enhanced by including explicit reference to prioritise sustainable and active transport modes over private car use.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on investmenet in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	o	o	o	I	T	Local	Green spaces, green infrastructure, blue infrastructure, habitats	N/A	N/A	The policy has neutral effects as there is no reference to habitats or important sites, however the policy is focused on investmenet in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on investmenet in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on investmenet in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species, nature, wildlife	N/A	N/A	The policy has neutral effects as there is no reference to wildlife-friendly approaches, however the policy is focused on investmenet in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	o	o	o	I	P	Regional	Carbon sinks	N/A	N/A	The policy has neutral effects as there is no reference to carbon sinks, however the policy is focused on investmenet in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	o	o	o	I	P	Local	Local communities, green infrastructure, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on investmenet in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?’	o	o	o	I	T	Regional	Local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to nature recovery, however the policy is focused on investmenet in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Reducing reliance on private vehicles can lead to lower greenhouse gas emissions, improved air quality, and decreased noise pollution over time	Combining different modes of transport (e.g., buses, trains, cycling) can create a more efficient and user-friendly transport network, encouraging more people to use sustainable options	The policy has positive effects as it references ensuring transport interchanges are accessible for all.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	+	++	++	The policy has been amended to refer to facilitating public transport use. Therefore, the scoring has increased to ++.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to disincentives for private car use, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references faciilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	+	+	+	The policy has been amended to refer to facilitating public transport use. Therefore, the scoring has increased to +.	It is considered that the policy could be further enhanced by including explicit reference to prioritise sustainable and active transport modes over private car use.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to carbon efficiency, however the policy is focused on investmenet in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	+	+	+	The policy has been amended to refer to facilitating public transport use, which promotes greater carbon efficiency in movements. Therefore, the scoring has increased to +.	It is considered that the policy could be further enhanced by including explicit reference to prioritise sustainable and active transport modes over private car use.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to transport technologies, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Providing additional car parking space could encourage use of private cars without associated sustainable transport access.	Multi-modal transport interchanges could provide opportunities for better integration of all tranport modes and support park and ride services to public transport.	The policy has positive effects as there is reference to delivering quality integrated facilities and services, including cycle parking and welcoming spaces.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	+	++	++	The policy has been amended to refer to facilitating public transport use alongside delivernig quality integrated facilities and services. Therefore, the scoring has increased to ++.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to climate change, however the policy is focused on investmenet in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	+	+	+	The policy has been amended to refer to ensuring resilience to climate change. Therefore, the scoring has increased to +.	It is considered that the policy could be further enhanced by including explicit reference to climate change mitigation and adaptation measrues.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to carbon energy generation, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to rural communities, however the policy is focused on investmenet in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to low carbon construction, however the policy is focused on investmenet in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to emissions, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to emissions and net zero targets, however the policy is focused on investmenet in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	+	+	+	The policy has been amended to refer to facilitating public transport use, which supports net zero. Therefore, the scoring has increased to +.	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	0	0	0	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to extreme weather events, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	+	+	+	The policy has been amended to refer to ensuring resilience to climate change. Therefore, the scoring has increased to +.	It is considered that the policy could be further enhanced by including explicit reference to climate change mitigation and adaptation measures.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	0	0	0	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	0	0	0	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	0	0	0	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to flood risks adaptations, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	0	0	0	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	0	0	0	I	T	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to flood risks adaptations, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	0	0	0	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	0	0	0	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climatic effects, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	0	0	0	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	0	0	0	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to flood risks adaptations, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	0	0	0	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	0	0	0	I	P	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to resource efficiency, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	0	0	0	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	0	0	0	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to waste management, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	0	0	0	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	0	0	0	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to recycling, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	0	0	0	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	0	0	0	I	P	Regional	Transport network, road network, road users, utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable transport modes, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	+	+	+	The policy has been amended to refer to facilitating public transport use, which supports transition to sustainable transport modes and reduces fuel consumption. Therefore, the scoring has increased to +.	It is considered that the policy could be further enhanced by including explicit reference to prioritise sustainable and active transport modes over private car use.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	0	0	0	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to suppliers, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	0	0	0	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to water quality, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	-	-	-	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	Providing additional car parking space could encourage use of private cars without associated sustainable transport access.	Multi-modal transport interchanges could provide opportunities for better integration of all transport modes and support park and ride services to public transport.	The policy has negative effects as there is no reference to the consideration of minimising the use of impermeable hard surfacing, whereas the policy aims to deliver interchanges and could involve construction of new parking facilities.	Policy could make more explicit reference to minimising the use of impermeable hard surfacing in relation to creating any new parking spaces.	N	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	-	-	-	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	It is considered that the policy could be further enhanced by making explicit reference to minimising the use of impermeable hard surfacing in parking provision.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to nature-based solutions, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	o	o	o	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to blue infrastructure, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to drainage, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	It is considered that the policy could be further enhanced by including reference to drainage systems in support of climate change resilience.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	-	-	-	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	Providing additional car parking space could encourage use of private cars without associated sustainable transport access.	Multi-modal transport interchanges could provide opportunities for better integration of all transport modes and support park and ride services to public transport.	The policy has negative effects as there is no reference to the considerations for land use, whereas the policy aims to deliver interchanges including cycle and car parking and may raise need for new parking facilities.	Policy could make more explicit reference to encouraging use of previously developed land in relation to constructing potential new parking spaces.	N	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	-	-	-	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to encouraging use of previously developed land in relation to constructing potential new parking spaces.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	o	o	o	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil or contaminated land, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil or contaminated land, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to mineral safeguarding areas, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil or contaminated land, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to cultural or heritage assets, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to promoting accessibility of sustainable transport modes, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	+	+	+	The policy has been amended to refer to facilitating public transport use, which improves access to key destinations by sustainable transport modes. Therefore, the scoring has increased to +.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to cultural or heritage assets, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	+	+	+	D	P	Regional	Built environment, protected landscapes	Providing additional car parking space could encourage use of private cars without associated sustainable transport access.	Multi-modal transport interchanges could provide opportunities for better integration of all transport modes and support park and ride services to public transport.	The policy has positive effects as there is reference to delivering multi-modal transport interchanges that are welcoming spaces.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	+	+	+	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape or townscape, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	o	o	o	I	T	Regional	Built environment, protected landscapes, blue and green infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	o	o	o	I	T	Regional	Built environment, protected landscapes, public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to public rights of ways, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	o	o	o	I	P	Local	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to buildings or townscape, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	+	+	+	The policy has been amended to refer to enhance places. Therefore, the scoring has increased to +.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	+	+	+	I	T	Regional	Built environment, protected landscapes	Providing additional car parking space could encourage use of private cars without associated sustainable transport access.	Multi-modal transport interchanges could provide opportunities for better integration of all transport modes and support park and ride services to public transport.	The policy has positive effects as delivering multi-modal transport interchange could concentrate cycle and car parking and remove the need for on street parking on streetscapes.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	+	+	+	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to disincentives for private car use, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to improving accessibility to key destinations, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	+	+	+	The policy has been amended to refer to facilitating public transport use, which improves access to key destinations by sustainable transport modes. Therefore, the scoring has increased to +.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Enhanced infrastructure for active transport can significantly reduce greenhouse gas emissions and air pollution over time	High-quality and widely available active transport options can create a more efficient and user-friendly network, encouraging more people to choose sustainable modes of transport	The policy has positive effects as it will deliver multimodal transport interchanges and support cycling through cycle parking.	The policy could explicitly mention other forms of active travel.	N	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable transport modes, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	+	+	+	The policy has been amended to refer to facilitating public transport use, which promotes a shift to sustainable transport modes. Therefore, the scoring has increased to +.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	-	-	-	I	P	Regional	Transport network, road network, road users, air quality	Providing additional car parking space could encourage use of private cars without associated sustainable transport access.	Multi-modal transport interchanges could provide opportunities for better integration of all transport modes and support park and ride services to public transport.	The policy has negative effects as there is no reference to provision of charging points, whereas the policy aims to deliver interchanges and could involve construction of new parking facilities.	Policy could make more explicit reference to provision of charging points in relation to enhancing existing or creating any new parking spaces.	N	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	-	-	-	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	It is considered that the policy could be further enhanced by explicitly referencing charging point provision for low emission vehicles within parking spaces.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting accessibility of sustainable transport modes, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to promoting accessibility of sustainable transport modes, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	+	+	+	The policy has been amended to refer to facilitating public transport use, which improves access to key destinations by sustainable transport modes. Therefore, the scoring has increased to +.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	+	+	+	D	P	Regional	Lower socio-economic groups and deprived areas	Enhanced accessibility can lead to a reduction in greenhouse gas emissions and air pollution over time, as more people opt for public transport over private vehicles	High-quality and widely accessible transport options can create a more efficient and user-friendly network, encouraging more people to use sustainable modes of transport	The policy has positive effects as it ensure transport interchanges are accessible for all.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	+	+	+	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	+	+	+	I	T	Regional	Lower socio-economic groups and deprived areas	Providing additional car parking space could encourage use of private cars without associated sustainable transport access.	Multi-modal transport interchanges could provide opportunities for better integration of all transport modes and support park and ride services to public transport.	The policy has positive effects as there is reference to delivering multi-modal transport interchanges including additional parking spaces, which could reduce the overall journey times and travel convenience.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	+	+	+	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to decarbonisation, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	+	+	+	The policy has been amended to refer to facilitating public transport use, which improves access to key destinations by sustainable transport modes. Therefore, the scoring has increased to +.	None identified.

11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	+	+	+	D	T	Local	Lower socio-economic groups and deprived areas	Providing additional car parking space could encourage use of private cars without associated sustainable transport access.	Multi-modal transport interchanges could provide opportunities for better integration of all transport modes and support park and ride services to public transport.	The policy has positive effects as there is reference to investment in transport interchanges.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	+	+	+	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to promoting accessibility of sustainable transport modes, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	+	+	+	The policy has been amended to refer to facilitating public transport use, which improves access to key destinations by sustainable transport modes. Therefore, the scoring has increased to +.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas	Improved accessibility to transport, especially active transport options like walking and cycling, can lead to increased physical activity.	Combining improved transport accessibility with health initiatives can amplify benefits. For example, creating safe, accessible walking and cycling paths can encourage more people to engage in physical activity, further enhancing public health	The policy has positive effects as it promotes wellbeing by providing increased accessibility to services for all and reducing overall journey times.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	+	+	+	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Improved accessibility to transport, especially active transport options like walking and cycling, can lead to increased physical activity.	Combining improved transport accessibility with health initiatives can amplify benefits. For example, creating safe, accessible walking and cycling paths can encourage more people to engage in physical activity, further enhancing public health	The policy has positive effects as it promotes wellbeing by providing increased accessibility to services for all and reducing overall journey times.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	+	+	+	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to promoting accessibility of sustainable transport modes, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to improving accessibility to key destinations, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	+	+	+	The policy has been amended to refer to facilitating public transport use, which improves access to key destinations by sustainable transport modes. Therefore, the scoring has increased to +.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to severance issues, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	+	+	+	D	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it references ensuring transport interchanges are accessible for all.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	+	+	+	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to affordability, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	o	o	o	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to connectivity between communities, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	o	o	o	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to promoting access to sustainable transport modes, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference on improving access to information, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	-	-	-	D	P	Local	Transport network, road network, road users, local communities	Providing additional car parking space could encourage use of private cars without associated sustainable transport access.	Multi-modal transport interchanges could provide opportunities for better integration of all transport modes and support park and ride services to public transport.	The policy has negative effects as there is no reference to public safety in public realms, whereas the policy aims to deliver interchanges that are welcoming spaces.	Policy could make more explicit reference to improving the safety and security of public spaces in relation to enhancing existing or creating any new transport interchanges	Partially	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	+	+	+	The policy has been amended to refer to safety and enhancing places. Therefore, the scoring has changed to positive.	It is considered that the policy could be further enhanced by including measures and designs to improve safety in public spaces.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	-	-	-	D	P	Regional	Transport network, road network, road users, local communities	Providing additional car parking space could encourage use of private cars without associated sustainable transport access.	Multi-modal transport interchanges could provide opportunities for better integration of all transport modes and support park and ride services to public transport.	The policy has negative effects as there is no reference to public safety, whereas the policy aims to deliver interchanges that are welcoming spaces.	Policy could make more explicit reference to improving the safety and security of public spaces in relation to enhancing existing or creating any new transport interchanges	Partially	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	+/?	+/?	+/?	The policy has been amended to refer to safety and enhancing places, however, the effect on improving transport scheme safety is unclear. Therefore, the scoring has changed to +/?.	It is considered that the policy could be further enhanced by including considerations for safety of transport schemes in relation to transport interchange designs.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference on road safety, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference on traffic calming, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference on road safety, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	o	o	o	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference on reducing environmental impacts of transport, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference on reducing environmental impacts of transport, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference on reducing environmental impacts of transport, however the policy is focused on investment in transport interchange.	None identified.	No mitigation identified in 2025.	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	o	o	o	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	-	-	-	D	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	Providing additional car parking space could encourage use of private cars without associated sustainable transport access.	Multi-modal transport interchanges could provide opportunities for better integration of all transport modes and support park and ride services to public transport.	The policy has negative effects as there is no reference to the specific measures that reduce impacts of transport, whereas the policy aims to deliver interchanges that are welcoming spaces.	Policy could make more explicit reference to measures that reduce impacts of transport in relation to enhancing existing or creating any new parking spaces.	Partially	The policy now references facilitating public transport use, creating safe spaces, and ensuring resilience to climate change and enhance places at transport interchanges.	-	-	-	Although the policy has been amended by making reference to public transport, safety, climate change resilience, and enhancing places, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	It is considered that the policy could be further enhanced by including measures to improve transport impacts.

Policy Name	I2																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	o	o	o	I	T	Local	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to improving air quality, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to improving air quality, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	+	+	+	The policy has been amended to refer to the Weaver Network alongside reference to increase sustainable mode share. Therefore, the scoring has increased to positive.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	o	o	o	I	T	Local	Green spaces, green infrastructure, blue infrastructure, habitats	N/A	N/A	The policy has neutral effects as there is no reference to habitats or important sites, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species, nature, wildlife	N/A	N/A	The policy has neutral effects as there is no reference to wildlife-friendly approaches, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	o	o	o	I	P	Regional	Carbon sinks	N/A	N/A	The policy has neutral effects as there is no reference to carbon sinks, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	o	o	o	I	P	Local	Local communities, green infrastructure, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?’	o	o	o	I	T	Regional	Local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to local nature recovery, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.

3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as improving connectivity to public transport and active mode networks through park and ride could promote the use of sustainable forms of transport.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	+	+	+	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	It is considered that the policy could be further enhanced by including explicit reference to public transport availability, affordability, and accessibility.
3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as improving connectivity to public transport and active mode networks through park and ride could reduce private car use.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	+	+	+	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as improving connectivity to public transport and active mode networks through park and ride could reduce private car use and encourage greater carbon efficiency in transport movements.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	+	+	+	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to transport technologies, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as improving connectivity to public transport and active mode networks through park and ride could promote a wider choice of low-carbon passenger travel.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	+	+	+	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	It is considered that the policy could be further enhanced by including explicit reference to integrated facilities, services, and active travel improvements.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to climate change, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	+	+	+	I	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as improving connectivity to public transport and active mode networks through park and ride could encourage modal shift to sustainable transport and promote low carbon energy generation.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	The policy has been amended to refer to the Weaver Network with no explicit reference to energy generation. Therefore, the scoring has changed to 'o'.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	-	-	-	I	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as there is no reference to the considerations for the specific needs of rural communities, whereas the policy aims to improve connectivity of the public transport and active mode networks.	Policy could make more explicit reference to the considerations for the specific needs of rural communities in relation to improving connectivity of the public transport and active mode networks	N	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	-	-	-	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	Policy could make more explicit reference to the considerations for the specific needs of rural communities in relation to improving connectivity of the public transport and active mode networks
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to low carbon construction, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	+	+	+	I	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as improving connectivity to public transport and active mode networks through park and ride could encourage modal shift to sustainable transport and reduce emissions.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	+	+	+	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	+	I	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as improving connectivity to public transport and active mode networks through park and ride could encourage modal shift to sustainable transport and support the net zero target.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	+	+	+	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to extreme weather events, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	o	o	o	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to flood risk adaptation, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to flood risk adaptation, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	o	o	o	I	T	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to flood risk adaptation, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climatic effects, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to flood risk adaptation, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	o	o	o	I	P	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to resource efficiency, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to waste management, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to recycling, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	+	+	+	D	P	Regional	Transport network, road network, road users, utility network, construction industry	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as improving connectivity to public transport and active mode networks through park and ride could encourage modal shift to sustainable transport and reduce fuel consumption.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	+	+	+	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	o	o	o	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to suppliers, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.

6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to drainage, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	-	-	-	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as there is no reference to the considerations for minimising the use of impermeable hard surfacing, whereas the policy aims to improve connectivity of the public transport and active mode networks and may raise need for new car park facilities.	Policy could make more explicit reference to minimising the use of impermeable hard surfacing in relation to constructing potential new parking spaces.	N	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	-	-	-	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	Policy could make more explicit reference to minimising the use of impermeable hard surfacing in relation to constructing potential new parking spaces.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to nature-based solutions, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	o	o	o	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to blue infrastructure, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to drainage, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
7	Conserve soil resources and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	-	-	-	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as there is no reference to the considerations for land use, whereas the policy aims to improve connectivity of the public transport and active mode networks and may raise need for new car park facilities.	Policy could make more explicit reference to encouraging use of previously developed land in relation to constructing potential new parking spaces.	N	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	-	-	-	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	Policy could make more explicit reference to encouraging use of previously developed land in relation to constructing potential new parking spaces.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	o	o	o	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil and contaminated land, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil and contaminated land, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to mineral safeguarding areas, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil and contaminated land, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.

8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape or townscapes, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape or townscapes, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	o	o	o	I	T	Regional	Built environment, protected landscapes, blue and green infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to landscape or townscapes, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	o	o	o	I	T	Regional	Built environment, protected landscapes, public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to public rights of ways, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	o	o	o	I	P	Local	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to buildings or townscapes, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	o	o	o	I	T	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to streetscapes, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to disincentives for private car use, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to accessibility of sustianable transport modes, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as there is reference to improving connectivity to active mode networks.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	+	+	+	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	It is considered that the policy could be further enhanced by explicitly referencing active travel infrastructure.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as there is reference to improving connectivity to public transport and active mode networks, which promotes modal shift to sustianble forms of transport.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	+	+	+	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	-	-	-	I	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as there is no reference to the considerations for charging points, whereas the policy aims to improve connectivity of the public transport and active mode networks and may raise need for new car park facilities.	Policy could make more explicit reference to provision of charging points in relation to enhancing exisiting or consturcting potential new parking spaces.	N	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	-	-	-	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	Policy could make more explicit reference to provision of charging points in relation to enhancing exisiting or consturcting potential new parking spaces.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to coordinating with land use planning, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	-	-	-	I	P	Local	Lower socio-economic groups and deprived areas	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as there is no reference to the considerations for areas with high levels of unemployment, whereas the policy aims to improve connectivity of the public transport and active mode networks.	Policy could make more explicit reference to areas with high levels of unemployment in relation to improving transport connectivity through park and ride facilities.	N	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	-	-	-	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	Policy could make more explicit reference to areas with high levels of unemployment in relation to improving transport connectivity through park and ride facilities.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to accessibility to key destinations, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as improving connectivity to public transport and active mode networks through park and ride could support a reduction in overall journey times.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	+	+	+	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to economic outcomes, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.

11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	o	o	o	I	T	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to economic outcomes, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to accessibility by sustainable transport, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to helath and wellbeing, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to helath and wellbeing, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to accessibility by sustainable transport, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to accessibility to key destinations, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to severance issues, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	+	+	+	D	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as improving connectivity to public transport and active mode networks through park and ride could support a disabled access to the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	+	+	+	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.

13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to affordability, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	o	o	o	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to connection between communities, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	-	-	-	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as there is no reference to the considerations for the most deprived areas, whereas the policy aims to improve connectivity of the public transport and active mode networks.	Policy could make more explicit reference to the most deprived areas in relation to improving transport connectivity through park and ride facilities.	N	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	-	-	-	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	Policy could make more explicit reference to the most deprived areas in relation to improving transport connectivity through park and ride facilities.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to access to information, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to public safety, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	o	o	o	I	P	Regional	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to public safety, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to road safety, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to traffic calming measures, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to road safety, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	o	o	o	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to environmental impacts, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to environmental impacts, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.

15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to environmental impacts, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to environmental impacts, however the policy is focused on park and ride.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network but removed reference to connectivity , public transport and active modes networks.	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.

Policy Name	I3																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	o	o	o	I	T	Local	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	o	o	o	I	T	Local	Green spaces, green infrastructure, blue infrastructure, habitats	N/A	N/A	The policy has neutral effects as there is no reference to habitats and important sites, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species, nature, wildlife	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	o	o	o	I	P	Regional	Carbon sinks	N/A	N/A	The policy has neutral effects as there is no reference to carbon sinks, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	o	o	o	I	P	Local	Local communities, green infrastructure, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?’	o	o	o	I	T	Regional	Local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to nature recovery, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.

3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	0	0	0	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to public transport availability, affordability, and accessibility, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	0	0	0	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Marketing and improving access to information for public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as there is reference to promote sustainable choices through branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	+	+	+	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Marketing and improving access to information for public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as there is reference to promote sustainable choices through branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	+	+	+	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	-	-	-	I	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Encourage use of low carbon transport technologies as part of the sustainable choices could reduce more emissions.	The policy has negative effects as there is no reference to low and zero carbon transport technologies, whereas the policy aims to promote sustainable choices.	Policy could mkae more explicit reference to the use of low and zero carbon transport technologies in relation to promoting sustainable choices.	N	The policy now references the Weaver Network,	0	0	0	The policy has been amended to refere to the Weaver Network with no explicit reference to low and zero carbon tranport technologies. Therefore, the scoring has changed to '0'.	Policy could mkae more explicit reference to the use of low and zero carbon transport technologies in relation to promoting sustainable choices.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	0	0	0	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	0	0	0	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	0	0	0	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to climate change, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	0	0	0	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	0	0	0	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to low energy generation, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	0	0	0	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	0	0	0	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to rural communities, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	0	0	0	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	0	0	0	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to construction materials and techniques, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	0	0	0	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	0	0	0	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	0	0	0	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Marketing and improving access to information for public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as there is reference to promote sustainable choices through branding and marketing, which supports the net zero target.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	+	+	+	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to extreme weather events. however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	o	o	o	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to flood risks adaptation, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to flood risks adaptation, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	o	o	o	I	T	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to flood risks adaptation, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climatic effects, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to flood risks adaptation, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	o	o	o	I	P	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to resource efficiency, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to waste management, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to recycling, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	+	+	+	D	P	Regional	Transport network, road network, road users, utility network, construction industry	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Marketing and improving access to information for public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as there is reference to promote sustainable choices through branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	+	+	+	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	o	o	o	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to suppliers, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.

6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to drainage, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to surfacing, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to nature-based solutions, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	o	o	o	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to drainage, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to land use, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	o	o	o	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil or contaminated land, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil or contaminated land, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to mineral safeguarding areas, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil or contaminated land, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.

8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	o	o	o	I	T	Regional	Built environment, protected landscapes, blue and green infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	o	o	o	I	T	Regional	Built environment, protected landscapes, public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to public rights of ways, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	o	o	o	I	P	Local	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to buildings or townscapes, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	o	o	o	I	T	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to streetscapes, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to private cars, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to accessibility, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Marketing and improving access to information for public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as there is reference to promote sustainable choices through branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	+	+	+	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to charging points, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to land use planning, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to accessibility, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to accessibility, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to journey times, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	+	+	+	I	P	Local	Lower socio-economic groups and deprived areas	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Marketing and improving access to information for public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as there is reference to promote sustainable choices through branding and marketing, which could bring potential economic outcomes.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	+	+	+	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.

11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	o	o	o	I	T	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to the transport network and investments, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to accessibility, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to connectivity, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to accessibility, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to severance issues, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to inclusive designs, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.

13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to affordability, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. .	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	o	o	o	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to connectivity, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. .	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	o	o	o	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to accessibility, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. .	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	+	+	+	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as there is reference to promote sustainable choices through branding and marketing, which could improve access to information.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	+	+	+	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. .	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to public safety, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. .	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	o	o	o	I	P	Regional	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to public safety, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. .	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to roadsafety, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. .	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to traffic calming measures, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. .	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to road safety, however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. .	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	o	o	o	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to however the policy is focused on branding and marketing.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	o	o	o	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. .	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	+	+	+	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Marketing and improving access to information for public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as there is reference to promote sustainable choices through branding and marketing, which could reduce vibrations and improve health levels.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	+	+	+	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. .	None identified.

15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	+	+	+	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Marketing and improving access to information for public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as there is reference to promote sustainable choices through branding and marketing, which could reduce air quality and improve health levels.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	+	+	+	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	+	+	+	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Marketing and improving access to information for public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as there is reference to promote sustainable choices through branding and marketing, which could improve impacts of transport and improve health levels.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network,	+	+	+	Although the policy has been amended by making reference to the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria. ,	None identified.

Policy Name	I4																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	o	o	o	l	T	Local	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	+	+	++	The policy has been amended to refer to providing the right tools in an accessible and inclusive way so people are confident to travel using the Weaver Network. This will lead to an increase in sustainable and active travel, lowering air pollution. Therefore, the scoring has increased to positive.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	o	o	o	l	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	+	+	++	The policy has been amended to refer to providing the right tools an accessible and inclusive way so people are confident to travel using the Weaver Network. This will lead to an increase in sustainable and active travel, lowering air pollution. Therefore, the scoring has increased to positive.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	o	o	o	l	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	o	o	o	l	T	Local	Green spaces, green infrastructure, blue infrastructure, habitats	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	o	o	o	l	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	o	o	o	l	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	o	o	o	l	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species, nature, wildlife	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	o	o	o	l	P	Regional	Carbon sinks	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	o	o	o	l	P	Local	Local communities, green infrastructure, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	+	+	+	The policy has been amended to refer to providing the right tools an accessible and inclusive way so people are confident to travel using the Weaver Network. This will lead to improved access to different spaces and facilities. Therefore, the scoring has increased to positive.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?"	o	o	o	l	T	Regional	Local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	o	o	o	l	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	+	+	++	The policy has been amended to refer to providing the right tools an accessible and inclusive way so people are confident to travel using the Weaver Network. This will promote the use of sustainable transport. Therefore, the scoring has increased to positive.	None identified.

3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	+	+	++	The policy has been amended to refer to providing the right tools an accessible and inclusive way so people are confident to travel using the Weaver Network. This will promote the use of sustainable transport. Therefore, the scoring has increased to positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	+	+	+	The policy has been amended to refer to providing the right tools an accessible and inclusive way so people are confident to travel using the Weaver Network. This will promote the use of sustainable transport and improve efficiency of movement. Therefore, the scoring has increased to positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could mkae more explicit re+DK17
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	+	+	++	The policy has been amended to refer to providing the right tools an accessible and inclusive way so people are confident to travel using the Weaver Network. This will promote the use of sustainable transport. Therefore, the scoring has increased to positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	+	+	++	The policy has been amended to refer to providing the right tools so people are confident to travel using the Weaver Network. This will promote the use of sustainable transport and contribute to achieving Net Zero through lowering emissions. Therefore, the scoring has increased to positive.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	o	o	o	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	o	o	o	I	T	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	o	o	o	I	P	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	o	o	o	I	P	Regional	Transport network, road network, road users, utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	+	+	++	The policy has been amended to refer to providing the right tools an accessible and inclusive way so people are confident to travel using the Weaver Network. This will promote the use of sustainable transport and help to lower fuel consumption. Therefore, the scoring has increased to positive.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	o	o	o	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	o	o	o	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	o	o	o	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	+	+	+	The policy has been amended to refer to providing the right tools an accessible and inclusive way so people are confident to travel using the Weaver Network. This will lead to improved access to different spaces and facilities. Therefore, the scoring has increased to positive.	None identified.

8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	o	o	o	I	T	Regional	Built environment, protected landscapes, blue and green infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	o	o	o	I	T	Regional	Built environment, protected landscapes, public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscape, maintaining and strengthening local distinctiveness and sense of place?	o	o	o	I	P	Local	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	o	o	o	I	T	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to reducing road traffic and congestion, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to access to key services, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	+	+	+	The policy has been amended to refer to providing the right tools an accessible and inclusive way so people are confident to travel using the Weaver Network. This will lead to improved access to different spaces and facilities. Therefore, the scoring has increased to positive.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to active travel, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	+	+	+	The policy has been amended to refer to providing the right tools an accessible and inclusive way so people are confident to travel using the Weaver Network. This will promote access to active travel infrastructure. Therefore, the scoring has increased to positive.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to access to green and blue infrastructure, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it references access to information, which in return, will make the transport network more accessible.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	+	+	++	The policy has been amended to refer to providing the right tools an accessible and inclusive way so people are confident to travel using the Weaver Network. Therefore, the scoring has increased to positive.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to access to low emission vehicle infrastructure, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to access to housing and employment areas, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	This policy has neutral effects as there is no reference to the decarbonisation of transport, however, the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	+	+	+	The policy has been amended to refer to providing the right tools an accessible and inclusive way so people are confident to travel using the Weaver Network. This will lead to improved access to different spaces and facilities. Therefore, the scoring has increased to positive.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	+	+	+	D	P	Regional	Lower socio-economic groups and deprived areas	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it references access to information, which in return, will make the transport network more accessible.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	+	+	+	The policy has been amended to refer to providing the right tools an accessible and inclusive way so people are confident to travel using the Weaver Network. This will lead to improved access to different spaces and facilities. Therefore, the scoring has increased to positive.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it references access to information, which in return, will make the transport network more accessible.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	+	+	+	The policy has been amended to refer to providing the right tools an accessible and inclusive way so people are confident to travel using the Weaver Network, which is an improved, integrated transport system. Therefore, the scoring has increased to positive.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	This policy has neutral effects as there is no reference to the decarbonisation of transport, however, the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	o	o	o	I	T	Local	Lower socio-economic groups and deprived areas	N/A	N/A	This policy has neutral effects as there is no reference to the decarbonisation of transport, however, the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	This policy has neutral effects as there is no reference to the decarbonisation of transport, however, the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	+	+	+	The policy has been amended to refer to providing the right tools an accessible and inclusive way so people are confident to travel using the Weaver Network. This will lead to improved access to different spaces and facilities. Therefore, the scoring has increased to positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	This policy has neutral effects as there is no reference to health and wellbeing, however, the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	+	+	+	The policy has been amended to refer to providing the right tools an accessible and inclusive way so people are confident to travel using the Weaver Network. This will promote access to active travel infrastructure and improve health and wellbeing. Therefore, the scoring has increased to positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	This policy has neutral effects as there is no reference to health and wellbeing, however, the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	+	+	+	The policy has been amended to refer to providing the right tools so people are confident to travel using the Weaver Network. This will promote access to active travel infrastructure and improve health and wellbeing. Therefore, the scoring has increased to positive.	None identified.

12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	This policy has neutral effects as there is no reference to health and wellbeing, however, the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	+	+	+	The policy has been amended to refer to providing the right tools an accessible and inclusive way so people are confident to travel using the Weaver Network. This will lead to improved access to different spaces and facilities. Therefore, the scoring has increased to positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	This policy has neutral effects as there is no reference to health and wellbeing, however, the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	+	+	+	The policy has been amended to refer to providing the right tools an accessible and inclusive way so people are confident to travel using the Weaver Network. This will lead to improved access to different spaces and facilities. Therefore, the scoring has increased to positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	This policy has neutral effects as there is no reference to health and wellbeing, however, the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	+	+	+	The policy has been amended to refer to providing the right tools an accessible and inclusive way so people are confident to travel using the Weaver Network. This will promote access to active travel infrastructure and reduce severance. Therefore, the scoring has increased to positive.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	-	-	-	D	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Consistent access to reliable transportation can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as there is no explicit reference to how travel confidence will be improved for disabled and low mobility users.	The policy could be enhanced by making explicit reference to improving the travel confidence of disabled and low mobility users, and the tools that will be provided to support them, such as level flooring, drop kerbs, and ramps.	Y	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	+	+	+	The policy has been amended to refer to providing the right tools in an accessible and inclusive way. Therefore, the scoring has increased to positive.	The policy could be enhanced by making explicit reference to improving the travel confidence of disabled and low mobility users, and the tools that will be provided to support them, such as level flooring, drop kerbs, and ramps.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	o	o	o	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	+	+	+	The policy has been amended to refer to providing the right tools an accessible and inclusive way so people are confident to travel using the Weaver Network and improve community connections. Therefore, the scoring has increased to positive.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	o	o	o	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	+	+	+	The policy has been amended to refer to providing the right tools an accessible and inclusive way so people are confident to travel using the Weaver Network. This will lead to improved access to different spaces and facilities. Therefore, the scoring has increased to positive.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	+	+	++	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Consistent access to reliable transportation can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it references access to information, which in return, will make the transport network more accessible.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	+	+	++	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	o	o	o	D	P	Regional	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on customer service and travel information.	The policy could be enhanced by making explicit reference to how access to information improves safety, particularly for vulnerable groups.	N	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	o	o	o	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references providing the right tools and access to information 'in an accessible and inclusive way' and introduces the 'Weaver Network'.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

Policy Name	I5																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	o	o	o	I	T	Local	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	+	+	++	The policy has been amended to refer to ensuring the Weaver Network is easy to navigate and legible for everyone by ensuring consistent wayfinding. This will lead to an increase in sustainable and active travel, loweing air pollution. Therefore, the scoring has increased to positive.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	+	+	++	The policy has been amended to refer to ensuring the Weaver Network is easy to navigate and legible for everyone by ensuring consistent wayfinding. This will lead to an increase in sustainable and active travel, loweing air pollution. Therefore, the scoring has increased to positive.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to access, inclusion, and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	o	o	o	I	T	Local	Green spaces, green infrastructure, blue infrastructure, habitats	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species, nature, wildlife	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	o	o	o	I	P	Regional	Carbon sinks	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	o	o	o	I	P	Local	Local communities, green infrastructure, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	+	+	+	The policy has been amended to refer to providing enhanced and consistent wayfinding to ensure the Weaver Network is easy to navigate and is legible for everyone. This will lead to improved access to different spaces and facilities by sustainable modes. Therefore, the scoring has increased to positive.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?'	o	o	o	I	T	Regional	Local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	+	+	++	The policy has been amended to refer to ensuring the Weaver Network is easy to navigate and legible for everyone through ensuring consistent wayfinding. This will make the network more accessible and lead to an increase in sustainable and active travel. Therefore, the scoring has increased to positive.	None identified.

3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	+	+	++	The policy has been amended to refer to ensuring the Weaver Network is easy to navigate and legible for everyone through ensuring consistent wayfinding. This will make the network more accessible and lead to an increase in sustainable and active travel. Therefore, the scoring has increased to positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	+	+	+	The policy has been amended to refer to ensuring the Weaver Network is easy to navigate and legible for everyone through ensuring consistent wayfinding. This will make the network more accessible and lead to an increase in sustainable and active travel. Therefore, the scoring has increased to positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	+	+	+	The policy has been amended to refer to ensuring the Weaver Network is easy to navigate and legible for everyone through ensuring consistent wayfinding. This will make the network more accessible and lead to an increase in sustainable and active travel. Therefore, the scoring has increased to positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	+	+	++	The policy has been amended to refer to ensuring the Weaver Network is easy to navigate and legible for everyone through consistent wayfinding. This will lead to an increase in sustainable and active travel and contribute to achieving Net Zero through lowering emissions. Therefore, the scoring has increased to positive.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	o	o	o	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	o	o	o	I	T	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	o	o	o	I	P	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	o	o	o	I	P	Regional	Transport network, road network, road users, utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	+	+	++	The policy has been amended to refer to ensuring the Weaver Network is easy to navigate and legible for everyone through consistent wayfinding. This will lead to an increase in sustainable and active travel and reduce fuel consumption. Therefore, the scoring has increased to positive.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	o	o	o	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	o	o	o	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	o	o	o	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	+	+	+	The policy has been amended to refer to providing enhanced and consistent wayfinding to ensure the Weaver Network is easy to navigate and is legible for everyone through consistent wayfinding. This will lead to improved access to different spaces and facilities by sustainable modes. Therefore, the scoring has increased to positive.	None identified.

8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	o	o	o	I	T	Regional	Built environment, protected landscapes, blue and green infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	o	o	o	I	T	Regional	Built environment, protected landscapes, public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscape, maintaining and strengthening local distinctiveness and sense of place?	o	o	o	I	P	Local	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	o	o	o	I	T	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects there is no reference to promoting sustainable modes of transport, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects there is no reference to promoting sustainable modes of transport, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	+	+	+	The policy has been amended to refer to providing enhanced and consistent wayfinding to ensure the Weaver Network is easy to navigate and is legible for everyone through consistent wayfinding. This will lead to improved access to different spaces and facilities by sustainable modes. Therefore, the scoring has increased to positive.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects there is no reference to promoting sustainable modes of transport, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	+	+	++	The policy has been amended to refer to ensuring the Weaver Network is easy to navigate and legible for everyone through consistent wayfinding. This will improve the quality of active travel infrastructure. Therefore, the scoring has increased to positive.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects there is no reference to promoting sustainable modes of transport, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as embedding wayfinding techniques will make transport more convenient and accessible.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	+	+	++	The policy has been amended to refer to ensuring the Weaver Network is easy to navigate and legible for everyone through consistent wayfinding. This will make the network more accessible and lead to an increase in sustainable and active travel. Therefore, the scoring has increased to positive.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects there is no reference to promoting sustainable modes of transport, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects there is no reference to promoting sustainable modes of transport, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects there is no reference to enhancing economic opportunities, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	+	+	+	The policy has been amended to refer to providing enhanced and consistent wayfinding to ensure the Weaver Network is easy to navigate and is legible for everyone through consistent wayfinding. This will lead to improved access to different spaces and facilities by sustainable modes. Therefore, the scoring has increased to positive.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	+	+	+	D	P	Regional	Lower socio-economic groups and deprived areas	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as embedding wayfinding techniques will make transport more convenient and accessible.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	+	+	+	The policy has been amended to refer to providing enhanced and consistent wayfinding to ensure the Weaver Network is easy to navigate and is legible for everyone through consistent wayfinding. This will lead to improved access to different spaces and facilities by sustainable modes. Therefore, the scoring has increased to positive.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects there is no reference to enhancing economic opportunities, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects there is no reference to enhancing economic opportunities, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects there is no reference to enhancing economic opportunities, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects there is no reference to enhancing economic opportunities, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	+	+	+	The policy has been amended to refer to providing enhanced and consistent wayfinding to ensure the Weaver Network is easy to navigate and is legible for everyone through consistent wayfinding. This will lead to improved access to different spaces and facilities by sustainable modes. Therefore, the scoring has increased to positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	This policy has neutral effects as there is no reference to health and wellbeing, however, the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	+	+	+	The policy has been amended to refer to ensuring the Weaver Network is easy to navigate and legible for everyone. This will make the network more accessible and lead to an increase in sustainable and active travel, improving health outcomes. Therefore, the scoring has increased to positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	This policy has neutral effects as there is no reference to health and wellbeing, however, the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	+	+	+	The policy has been amended to refer to ensuring the Weaver Network is easy to navigate and legible for everyone. This will make the network more accessible and lead to an increase in sustainable and active travel, improving health outcomes. Therefore, the scoring has increased to positive.	None identified.

12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	This policy has neutral effects as there is no reference to health and wellbeing, however, the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	+	+	+	The policy has been amended to refer to providing enhanced and consistent wayfinding to ensure the Weaver Network is easy to navigate and is legible for everyone through consistent wayfinding.. This will lead to improved access to different spaces and facilities by sustainable modes. Therefore, the scoring has increased to positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	This policy has neutral effects as there is no reference to health and wellbeing, however, the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	+	+	+	The policy has been amended to refer to providing enhanced and consistent wayfinding to ensure the Weaver Network is easy to navigate and is legible for everyone through consistent wayfinding.. This will lead to improved access to different spaces and facilities by sustainable modes. Therefore, the scoring has increased to positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	This policy has neutral effects as there is no reference to health and wellbeing, however, the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	+	+	+	The policy has been amended to refer to ensuring the Weaver Network is easy to navigate and legible for everyone through consistent wayfinding.. This will make the network more accessible and lead to an increase in sustainable and active travel, reducing severance. Therefore, the scoring has increased to positive.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	+	+	+	D	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Enhanced equality and inclusion in transport can lead to a reduction in greenhouse gas emissions and air pollution over time, as more people opt for public transport over private vehicles	Enhanced equality and inclusion can improve mobility for all demographic groups, including the elderly and disabled, fostering greater social inclusion and equity	The policy has positive effects as it is aimed at making the network easy to navigate and legible for everyone.	The policy could be enhanced by making explicit reference to improving the travel confidence of disabled and low mobility users through , and the tools that will be provided to support them, such as level flooring, drop kerbs, and ramps.	Partially	The policy now references the Weaver Network and consistent wayfinding.	+	+	++	The policy has been amended to refer to ensuring the Weaver Network is easy to navigate and legible for everyone through consistent wayfinding. This will improve the confidence of vulnerable users. Therefore, the scoring has increased to very positive.	The policy could be enhanced by making explicit reference to improving the travel confidence of disabled and low mobility users through , and the tools that will be provided to support them, such as level flooring, drop kerbs, and ramps.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	o	o	o	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	+	+	+	The policy has been amended to refer to providing enhanced and consistent wayfinding to ensure the Weaver Network is easy to navigate and is legible for everyone through consistent wayfinding.. This will lead to improved access to different spaces and communities by sustainable modes. Therefore, the scoring has increased to positive.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	o	o	o	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	+	+	+	The policy has been amended to refer to providing enhanced and consistent wayfinding to ensure the Weaver Network is easy to navigate and is legible for everyone through consistent wayfinding.. This will lead to improved access to different spaces and facilities by sustainable modes. Therefore, the scoring has increased to positive.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	+	+	++	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it references enhanced wayfinding which improves access to information, which in return, will make the transport network more accessible.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	+	+	+	The policy has been amended to refer to providing enhanced and consistent wayfinding to ensure the Weaver Network is easy to navigate and is legible for everyone through consistent wayfinding.. This will improve access to information. Therefore, the scoring has increased to positive.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	+	+	++	The policy has been amended to refer to ensuring the Weaver Network is easy to navigate and legible for everyone through consistent wayfinding. This will contribute to public realm improvements, ensure safe navigation and enable users to give accurate updates on their location. Therefore, the scoring has increased to positive.	None identified.

14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	o	o	o	D	P	Regional	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on customer service and travel information.	The policy could be enhanced by making explicit reference to how strong wayfinding improves safety, particularly for vulnerable groups.	N	The policy now references the Weaver Network and consistent wayfinding.	+	+	+	The policy has been amended to refer to ensuring the Weaver Network is easy to navigate and legible for everyone through consistent wayfinding. This will ensure safe navigation and enable users to give accurate updates on their location. Therefore, the scoring has increased to positive.	The policy could be enhanced by making explicit reference to how strong wayfinding improves safety, particularly for vulnerable groups.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	o	o	o	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on customer service and travel information.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and consistent wayfinding.	o	o	o	Although the policy has been amended by making reference to consistent wayfinding and the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

Policy Name	I6																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	o	o	o	I	T	Local	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on taxi and private hire vehicles.	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on taxi and private hire vehicles.	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on taxi and private hire vehicles.	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	o	o	o	I	T	Local	Green spaces, green infrastructure, blue infrastructure, habitats	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on taxi and private hire vehicles.	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on taxi and private hire vehicles.	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on taxi and private hire vehicles.	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species, nature, wildlife	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on taxi and private hire vehicles.	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	o	o	o	I	P	Regional	Carbon sinks	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on taxi and private hire vehicles.	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	o	o	o	I	P	Local	Local communities, green infrastructure, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on taxi and private hire vehicles.	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?’	o	o	o	I	T	Regional	Local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on taxi and private hire vehicles.	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on enhanced wayfinding.	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on taxi and private hire vehicles.	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on taxi and private hire vehicles.	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on taxi and private hire vehicles.	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on taxi and private hire vehicles.	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on taxi and private hire vehicles.	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on taxi and private hire vehicles.	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on taxi and private hire vehicles.	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on taxi and private hire vehicles.	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on taxi and private hire vehicles.	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on taxi and private hire vehicles.	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	o	o	o	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	o	o	o	I	T	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	o	o	o	I	P	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	o	o	o	I	P	Regional	Transport network, road network, road users, utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	o	o	o	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	o	o	o	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	o	o	o	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	o	o	o	I	T	Regional	Built environment, protected landscapes, blue and green infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	o	o	o	I	T	Regional	Built environment, protected landscapes, public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	o	o	o	I	P	Local	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	o	o	o	I	T	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to reducing road congestion, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to access to key services, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to active travel, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as providing taxi points at transport interchanges will encourage more people to use public transport, making it more convenient.	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	+	+	+	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to low emission vehicle infrastructure, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to low emission vehicle infrastructure, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity and access to opportunities, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	+	+	+	D	P	Regional	Lower socio-economic groups and deprived areas	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as providing taxi points at transport interchanges will improve accessibility to services.	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	+	+	+	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as providing taxi points at transport interchanges will improve travel convenience and reliability.	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	+	+	+	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity and access to opportunities, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity and access to opportunities, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity and access to opportunities, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to promoting equality of opportunity, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to promoting equality of opportunity, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to promoting equality of opportunity, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	o	o	o	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to promoting equality of opportunity, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	o	o	o	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to promoting equality of opportunity, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to promoting equality of opportunity, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	o	o	o	I	P	Regional	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on taxi and private hire vehicles	The policy could be enhanced by making explicit reference to ensuring standards for licensing mention safety for all.	N	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	o	o	o	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on taxi and private hire vehicles	None identified.	No mitigation identified in 2025.	The policy now rferences the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

Policy Name	I7																				
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts	
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	o	o	o	I	T	Local	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.	
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.	
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.	
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	o	o	o	I	T	Local	Green spaces, green infrastructure, blue infrastructure, habitats	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.	
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.	
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.	
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species, nature, wildlife	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.	
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	o	o	o	I	P	Regional	Carbon sinks	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.	
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	o	o	o	I	P	Local	Local communities, green infrastructure, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.	
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?'	o	o	o	I	T	Regional	Local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.	
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	+	++	++	The policy has been amended to refer to the Fares and Ticketing Strategy which aims to make sustainable travel more affordable and accessible. Therefore, the scoring has increased to very positive.	None identified.	

3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	+	+	+	The policy has been amended to refer to the Fares and Ticketing Strategy which aims to make sustainable travel more affordable and accessible and will encourage a reduction in private car use. Therefore, the scoring has increased to very positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	+	+	+	The policy has been amended to refer to the Fares and Ticketing Strategy which aims to integrate the ticketing offer. Therefore, the scoring has increased to positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	+	+	+	The policy has been amended to refer to the Fares and Ticketing Strategy which aims to make sustainable travel more affordable and accessible to encourage use, and contribute to achieving Net Zero. Therefore, the scoring has increased to very positive.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	o	o	o	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	o	o	o	I	T	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	o	o	o	I	P	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	o	o	o	I	P	Regional	Transport network, road network, road users, utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	o	o	o	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	o	o	o	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	o	o	o	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	o	o	o	I	T	Regional	Built environment, protected landscapes, blue and green infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	o	o	o	I	T	Regional	Built environment, protected landscapes, public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	o	o	o	I	P	Local	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	o	o	o	I	T	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to providing disincentives for private car use, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to access to key services, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to availability, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	++	D	P	Wider	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Affordable and convenient public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as there is reference to value for money and convenience.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	+	+	++	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to low emission vehicle infrastructure, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to housing and employment land, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to economic prosperity and access to opportunities, however the policy is focused on integrated fares and tickets.	The policy could be enhanced by making the link between value for money and access to opportunities.	N	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making the link between value for money and access to opportunities.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	+	+	+	D	P	Wider	Lower socio-economic groups and deprived areas	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Affordable and convenient public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as there is reference to making paying for travel simple, easier, convenient and flexible, which improves accessibility to services.	The policy could be enhanced by making the link between value for money and access to services, facilities, and amenities.	N	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	+	+	++	The policy has been amended to refer to the Fares and Ticketing Strategy and making the offer accessible. Therefore, the scoring has increased to very positive.	The policy could be enhanced by making the link between value for money and access to opportunities.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Affordable and convenient public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as there is reference to making paying for travel simple, easier, convenient and flexible, which improves accessibility to services.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	+	+	+	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to economic prosperity and access to opportunities, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to economic prosperity and access to opportunities, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to economic prosperity and access to opportunities, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on integrated fares and tickets.	The policy could be enhanced by making the link between value for money and access to open space, recreational activities and employment locations.	N	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making the link between value for money and access to open space, recreational activities and employment locations.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Convenient and flexible transportation can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as there is reference to ensuring fares and tickets are reflective of diverse passenger needs.	The policy could be enhanced by making explicit reference to different groups of people and how the ticketing offer will meet their needs e.g. tickets for students or for older people	N	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	+	+	+	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to different groups of people and how the ticketing offer will meet their needs e.g. tickets for students or for older people
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	+	+	+	D	P	Wider	Lower socio-economic groups and deprived areas, vulnerable groups	Convenient and flexible transportation can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as there is reference to ensuring fares and tickets are reflective of diverse passenger needs.	The policy could be enhanced by making explicit reference to different groups of people and how the ticketing offer will meet their needs e.g. tickets for disabled and low mobility users.	N	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	+	+	++	The policy has been amended to refer to the Fares and Ticketing Strategy and making the offer accessible. Therefore, the scoring has increased to very positive.	The policy could be enhanced by making explicit reference to different groups of people and how the ticketing offer will meet their needs e.g. tickets for students or for older people
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	+	+	+	D	T	Wider	Lower socio-economic groups and deprived areas, vulnerable groups	Convenient and flexible transportation can improve social mobility by enabling individuals to pursue better job opportunities and education, breaking the cycle of poverty.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as there is reference to ensuring fares and tickets are value for money and reflective of diverse passenger needs.	The policy could be enhanced by making explicit reference to different groups of people and how the ticketing offer will meet their needs e.g. tickets for students or for older people	N	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	+	+	++	The policy has been amended to refer to the Fares and Ticketing Strategy and making the offer accessible, which aims to make sustainable travel more affordable. Therefore, the scoring has increased to very positive.	The policy could be enhanced by making explicit reference to different groups of people and how the ticketing offer will meet their needs e.g. tickets for students or for older people
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	o	o	o	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to connections between communities, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	o	o	o	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to active travel, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	-	-	-	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Better access to transport information allows individuals to make more informed travel choices, leading to increased use of sustainable transport options over time	When people have easy access to accurate and timely information, they are more likely to use public transport, which can lead to higher ridership and better service provision	The policy has negative effects as better access to information will be required when changes are made to the payment system.	The policy could be enhanced by making explicit reference to digital and paper tickets, and how these can be accessed to ensure no one is excluded from offers. It could also ensure better access to information when changes are made to the payment system.	Partially	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	+	+	+	The policy has been amended to refer to the Fares and Ticketing Strategy and making the offer accessible. Therefore, the scoring has increased to positive.	The policy could be enhanced by making explicit reference to digital and paper tickets, and how these can be accessed to ensure no one is excluded from offers. It could also ensure better access to information when changes are made to the payment system.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	o	o	o	I	P	Regional	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	o	o	o	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on integrated fares and tickets.	None identified.	No mitigation identified in 2025.	The policy now references the Fares and Ticketing Strategy and making the offer accessible.	o	o	o	Although the policy has been amended by referencing the Fares and Ticketing Strategy and making the offer accessible, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

Policy Name	I8																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	o	o	o	I	T	Local	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	+	+	+	D	T	Regional	Air quality, vulnerable communities	Cumulative reduction in greenhouse gas emissions and air pollutants over time	The combined use of shared transport and other sustainable modes can amplify the reduction in emissions, leading to faster improvements in air quality	The policy has positive effects as shared transport will help to reduce the number of cars on the road, thereby reducing traffic and congestion and improving air quality.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	o	o	o	I	T	Local	Green spaces, green infrastructure, blue infrastructure, habitats	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species, nature, wildlife	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	o	o	o	I	P	Regional	Carbon sinks	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	o	o	o	I	P	Local	Local communities, green infrastructure, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?’	o	o	o	I	T	Regional	Local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Cumulative reduction in greenhouse gas emissions and air pollutants over time	The combined use of shared transport and other sustainable modes can amplify the reduction in emissions, leading to faster improvements in air quality	The policy has positive effects as it will provide enhanced public and active travel accessibility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Cumulative reduction in greenhouse gas emissions and air pollutants over time	The combined use of shared transport and other sustainable modes can amplify the reduction in emissions, leading to faster improvements in air quality	The policy has positive effects as it encourages greater carbon efficiency by promoting shared transport and active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Cumulative reduction in greenhouse gas emissions and air pollutants over time	The combined use of shared transport and other sustainable modes can amplify the reduction in emissions, leading to faster improvements in air quality	The policy has positive effects as it promotes low carbon passenger travel and integrated facilities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	o	o	o	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	o	o	o	I	T	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	o	o	o	I	P	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however, the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however, the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however, the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	+	+	+	D	P	Regional	Transport network, road network, road users, utility network, construction industry	As fuel consumption decreases, there is a corresponding reduction in greenhouse gas emissions, contributing to better air quality and mitigating climate change	Promoting sustainable transport can encourage behavioral changes, such as increased use of public transport and active transport, leading to a collective reduction in fuel consumption	The policy has positive effects as it promotes a modal shift to sustainable transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	o	o	o	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however, the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however, the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however, the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however, the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however, the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	o	o	o	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however, the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however, the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however, the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	o	o	o	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however, the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however, the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however, the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	o	o	o	I	T	Regional	Built environment, protected landscapes, blue and green infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	o	o	o	I	T	Regional	Built environment, protected landscapes, public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	o	o	o	I	P	Local	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	o	o	o	I	T	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote active travel.	The policy has positive effects as shared transport will help to reduce the number of cars on the road, thereby reducing traffic and congestion.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote active travel.	The policy has positive effects as it will provide enhanced public and active travel accessibility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that disincentivise private car use and promote sustainable transport.	The policy has positive effects as it references developing active travel networks.	The policy could be enhanced by making explicit reference to how active travel networks will be developed and connected through shared transport, particularly high quality networks	N	The policy has not changed.	+	+	+	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to how active travel networks will be developed and connected through shared transport, particularly high quality networks
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	-	-	-	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that disincentivise private car use and promote sustainable transport.	The policy has negative effects as it does not make the link between integrating green and blue infrastructure networks with shared transport hubs.	The policy could be enhanced by making explicit reference to linking green and blue infrastructure networks to shared transport hubs.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to linking green and blue infrastructure networks to shared transport hubs.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that disincentivise private car use and promote sustainable transport.	The policy has positive effects as it references promoting shared transport, which is a more sustainable option than private cars.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	-	-	-	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that disincentivise private car use and promote sustainable transport.	The policy has negative effects as it does not make reference the potential to encourage more shared transport options (e.g. ubers/rideshares) to be low emission.	The policy could be enhanced by making explicit reference to promoting the use of low emission vehicles for shared transport services	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to promoting the use of low emission vehicles for shared transport services
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to housing and employment areas, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to economic prosperity and access to opportunities, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	+	+	+	D	P	Regional	Lower socio-economic groups and deprived areas	Sustainable transport options, such as reliable public transit and active transport infrastructure, can improve overall mobility, making it easier for people to access essential services like healthcare, education, and employment	Better access to services can stimulate local economies by making it easier for people to reach jobs, education, and other essential services, thus promoting economic growth	The policy has positive effects as by providing wider availability of alternatives and integration with the sustainable transport network, the policy promotes accessibility to services.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to economic prosperity and access to opportunities, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to economic prosperity and access to opportunities, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to economic prosperity and access to opportunities, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to economic prosperity and access to opportunities, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on shared transport.	The policy could be enhanced by making explicit reference to inclusive design for all users, in particular, disabled and low mobility users.	N	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to inclusive design for all users, in particular, disabled and low mobility users.

13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	o	o	o	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	o	o	o	D	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on shared transport.	The policy could be enhanced by making explicit reference to promoting shared transport options in deprived areas.	N	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to promoting shared transport options in deprived areas.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	-	-	-	D	P	Local	Transport network, road network, road users, local communities	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Safer public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as it does not reference safety with regard to transport hubs. This is particularly important as these spaces are often perceived as unsafe and typically lack safety features.	The policy could be improved by making explicit reference to developing safe transport hubs and how this will be achieved.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be improved by making explicit reference to developing safe transport hubs and how this will be achieved.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	-	-	-	D	P	Regional	Transport network, road network, road users, local communities	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Safer public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as it does not reference safety with regard to transport hubs. This is particularly important as these spaces are often perceived as unsafe and typically lack safety features.	The policy could be improved by making explicit reference to developing safe transport hubs and how this will be achieved.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be improved by making explicit reference to developing safe transport hubs and how this will be achieved.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	o	o	o	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on shared transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

Policy Name	I9																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	o	o	o	I	T	Local	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	o	o	o	I	T	Local	Green spaces, green infrastructure, blue infrastructure, habitats	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species, nature, wildlife	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	o	o	o	I	P	Regional	Carbon sinks	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	o	o	o	I	P	Local	Local communities, green infrastructure, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?’	o	o	o	I	T	Regional	Local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	+	+	+	D	T	Wider	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote active travel.	The policy has positive effects as it makes reference to ensuring joined-up services and timetabling, which enhance the availability and accessibility of various transport modes.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	+	+	+	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	+	+	+	D	T	Wider	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote active travel.	The policy has positive effects as it make reference to making attractive and easy alternative to owning and using a car.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	+	+	+	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	+	+	+	The policy has been amended to refer to seeking opportunities to improve transport with neighbouring regions, which could include rural areas. Therefore, the scoring has increased to positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	+	+	+	The policy has been amended to refer to the Weaver Network which will encourage sustainable travel and contribute to achieving Net Zero. Therefore, the scoring has increased to positive.	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	o	o	o	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	o	o	o	I	T	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	o	o	o	I	P	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	o	o	o	I	P	Regional	Transport network, road network, road users, utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	+	+	+	The policy has been amended to refer to the Weaver Network which will encourage sustainable travel. Therefore, the scoring has increased to positive.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	o	o	o	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	o	o	o	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	o	o	o	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	+	+	+	The policy has been amended to refer to seeking opportunities to improve transport with neighbouring regions, which could improve access to heritage. Therefore, the scoring has increased to positive.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	o	o	o	I	T	Regional	Built environment, protected landscapes, blue and green infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	o	o	o	I	T	Regional	Built environment, protected landscapes, public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	o	o	o	I	P	Local	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	o	o	o	I	T	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	+	+	+	D	T	Wider	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote active travel.	The policy has a positive effect as there is reference to ensuring alternatives to owning and using a car.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	+	+	+	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting access to key services, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	+	+	+	The policy has been amended to refer to seeking opportunities to improve transport with neighbouring regions, which could improve access to different spaces, services and facilities. Therefore, the scoring has increased to positive.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	+	+	+	D	P	Wider	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote active travel.	The policy has positive effects as it improves the availability of active travel infrastructure by providing better integration between active travel and other modes.	The policy could be enhanced by explicitly referencing integrating the active travel network and improving active travel infrastructure.	Partially	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	+	+	+	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by explicitly referencing integrating the active travel network and improving active travel infrastructure.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as it does not reference green and blue infrastructure, however the policy is focused on network integration.	The policy could be enhanced by explicitly referencing incorporating green and blue infrastructure into the transport network.	N	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by incorporating green and blue infrastructure into the transport network.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	++	D	P	Wider	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote active travel.	The policy has positive effects as it makes reference to making the transport network an attractive and easy alternative to owning and using a car.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	+	+	++	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to low emission vehicle infrastructure, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to housing and employment areas, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to economic prosperity and access to opportunities, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	+	+	+	The policy has been amended to refer to seeking opportunities to improve transport with neighbouring regions, which could improve access to different spaces, services and facilities. Therefore, the scoring has increased to positive.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	+	+	+	D	P	Wider	Lower socio-economic groups and deprived areas	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote active travel.	The policy has positive effects as there is reference to ensuring joined-up services and timetabling, which improves accessibility to services.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	+	+	+	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	+	+	+	D	P	Wider	Lower socio-economic groups and deprived areas	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote active travel.	The policy has positive effects as there is reference to ensuring joined-up services and timetabling, which improves accessibility to services.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	+	+	+	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to economic prosperity and access to opportunities, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to economic prosperity and access to opportunities, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to economic prosperity and access to opportunities, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	+	+	+	The policy has been amended to refer to seeking opportunities to improve transport with neighbouring regions, which could improve access to different spaces, services and facilities. Therefore, the scoring has increased to positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	+	+	+	The policy has been amended to refer to seeking opportunities to improve transport with neighbouring regions, which could improve access to different spaces, services and facilities. Therefore, the scoring has increased to positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	+	+	+	The policy has been amended to refer to seeking opportunities to improve transport with neighbouring regions, which could improve access to different spaces, services and facilities. Therefore, the scoring has increased to positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on network integration.	The policy could be enhanced by making explicit reference to how the transport network will be an easy alternative to owning a car for vulnerable groups who often rely on the use of private cars e.g. disabled people.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on network integration.	The policy could be enhanced by making explicit reference to how the transport network will be an easy alternative to owning a car for vulnerable groups who often rely on the use of private cars e.g. disabled people.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	+	+	+	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote active travel.	The policy has positive effects as there is reference to ensuring joined-up services and timetabling, as well as improving cross-boundary travel, which could improve connection between communities.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	+	+	++	The policy has been amended to refer to seeking opportunities to improve transport with neighbouring regions, which could improve connections between communities. Therefore, the scoring has increased to positive.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	o	o	o	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	+	+	+	The policy has been amended to refer to seeking opportunities to improve transport with neighbouring regions, which could improve access to different spaces, services and facilities, including those in deprived areas. Therefore, the scoring has increased to positive.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	o	o	o	I	P	Regional	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	o	o	o	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on network integration.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network and seeking opportunities to improve transport with neighbouring regions.	o	o	o	Although the policy has been amended by referencing the Weaver Network and seeking opportunities to improve transport with neighbouring areas, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

Policy Name	I10																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	+	+	+	D	T	Local	Air quality, vulnerable communities	Cumulative reduction in greenhouse gas emissions and air pollutants over time	The combined use of shared transport and other sustainable modes can amplify the reduction in emissions, leading to faster improvements in air quality	The policy has positive effects as it references integration with bus and active travel, as well as shared transport.	The policy could be enhanced by making explicit reference to reducing emissions as part of the Mass Transit Strategy.	N	The policy text remains the same, however, it has been rearranged.	+	+	+	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to reducing emissions as part of the Mass Transit Strategy.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	+	+	+	D	T	Local	Air quality, vulnerable communities	Cumulative reduction in greenhouse gas emissions and air pollutants over time	The combined use of shared transport and other sustainable modes can amplify the reduction in emissions, leading to faster improvements in air quality	The policy has positive effects as it references integration with bus and active travel, as well as shared transport.	The policy could be enhanced by reducing emissions as part of the Mass Transit Strategy.	N	The policy text remains the same, however, it has been rearranged.	+	+	+	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by reducing emissions as part of the Mass Transit Strategy.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	o	o	o	I	T	Local	Green spaces, green infrastructure, blue infrastructure, habitats	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species, nature, wildlife	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	o	o	o	I	P	Regional	Carbon sinks	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	o	o	o	I	P	Local	Local communities, green infrastructure, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?’	o	o	o	I	T	Regional	Local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Cumulative reduction in emissions over time	Improved mass transit can lead to long-term changes in travel behavior, with more people opting for public transport over private vehicles. This shift can significantly reduce overall emissions	The policy has positive effects as mass transit will enhance public transport availability and accessibility.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	+	+	+	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Cumulative reduction in emissions over time	Improved mass transit can lead to long-term changes in travel behavior, with more people opting for public transport over private vehicles. This shift can significantly reduce overall emissions	The policy has positive effects as mass transit will encourage greater carbon efficiency in the movement of goods and people.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	+	+	+	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to innovative technologies, however the policy is focused on mass transit.	The policy could be enhanced by making explicit reference to new low and zero carbon transport technologies.	N	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to new low and zero carbon transport technologies.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Cumulative reduction in emissions over time	Improved mass transit can lead to long-term changes in travel behavior, with more people opting for public transport over private vehicles. This shift can significantly reduce overall emissions	The policy has positive effects as mass transit will provide a wider choice of low carbon passenger travel and quality integrated facilities and services.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	+	+	+	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Cumulative reduction in greenhouse gas emissions and air pollutants over time	The combined use of shared transport and other sustainable modes can amplify the reduction in emissions, leading to faster improvements in air quality	The policy has positive effects as it references integration with bus and active travel, as well as shared transport.	The policy could be enhanced by making explicit reference to reducing emissions as part of the Mass Transit Strategy.	N	The policy text remains the same, however, it has been rearranged.	+	+	+	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to reducing emissions as part of the Mass Transit Strategy.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on mass transit.	The policy could be enhanced by making explicit reference to the content of the mass transit vision within the policy text.	N	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to the content of the mass transit vision within the policy text.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	o	o	o	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on mass transit.	The policy could be enhanced by making explicit reference to the content of the mass transit vision within the policy text.	N	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to the content of the mass transit vision within the policy text.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	o	o	o	I	T	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	o	o	o	I	P	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	+	+	+	D	P	Regional	Transport network, road network, road users, utility network, construction industry	As fuel consumption decreases, there is a corresponding reduction in greenhouse gas emissions, contributing to better air quality and mitigating climate change	Promoting sustainable transport can encourage behavioral changes, such as increased use of public transport and active transport, leading to a collective reduction in fuel consumption	The policy has positive effects as it by providing a low carbon alternative to the private car, mass transit will support a modal shift to sustainable transport.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	+	+	+	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	o	o	o	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on mass transit.	The policy could be enhanced by making explicit reference to the content of the mass transit vision within the policy text.	N	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to the content of the mass transit vision within the policy text.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	o	o	o	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on mass transit.	The policy could be enhanced by making explicit reference to the content of the mass transit vision within the policy text.	N	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to the content of the mass transit vision within the policy text.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	o	o	o	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	o	o	o	I	T	Regional	Built environment, protected landscapes, blue and green infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	o	o	o	I	T	Regional	Built environment, protected landscapes, public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	o	o	o	I	P	Local	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	o	o	o	I	T	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to road traffic and congestion, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote active travel.	The policy has positive effects as mass transit will enhance public transport availability and accessibility.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	+	+	+	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote active travel.	The policy has positive effects as it references integrating active travel with the mass transit network but does not reference quality and availability.	The policy could be enhanced by making explicit reference to integrating high quality active travel into the mass transit network.	N	The policy text remains the same, however, it has been rearranged.	+	+	+	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to integrating high quality active travel into the mass transit network.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on mass transit.	The policy could be enhanced by making explicit reference to the content of the mass transit vision within the policy text.	N	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to the content of the mass transit vision within the policy text.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has positive effects as it references integrating sustainable forms of transport when developing the mass transit network.	The policy could be enhanced by making explicit reference to convenience, accessibility, and affordability.	N	The policy text remains the same, however, it has been rearranged.	+	+	+	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to convenience, accessibility, and affordability.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to low emission vehicle infrastructure, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to housing and employment areas, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to economic prosperity and access to opportunities, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	+	+	+	D	P	Regional	Lower socio-economic groups and deprived areas	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote active travel.	The policy has positive effects as mass transit will improve accessibility for all users.	The policy could be enhanced by making explicit reference to improving accessibility to services.	N	The policy text remains the same, however, it has been rearranged.	+	+	+	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to improving accessibility to services.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to economic prosperity and access to opportunities, however the policy is focused on mass transit.	The policy could make explicit reference to reduced journey times as a result of integration with other modes of transport.	N	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could make explicit reference to reduced journey times as a result of integration with other modes of transport.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to economic prosperity and access to opportunities, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	+	+	+	D	P	Regional	Lower socio-economic groups and deprived areas	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote active travel.	The policy has positive effects as mass transit will help to contribute to a resilient transport network.	The policy could be enhanced by making explicit reference to measures within the Mass Transit vision that help to establish an effective and resilient transport network .	N	The policy text remains the same, however, it has been rearranged.	+	+	+	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to measures within the Mass Transit vision that help to establish an effective and resilient transport network .
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to economic prosperity and access to opportunities, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on mass transit.	The policy could be enhanced by making explicit reference to the content of the mass transit vision within the policy text.	N	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to the content of the mass transit vision within the policy text.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on mass transit.	The policy could be enhanced by making explicit reference to the content of the mass transit vision within the policy text.	N	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to the content of the mass transit vision within the policy text.

13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	o	o	o	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	o	o	o	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on mass transit.	The policy could be enhanced by making explicit reference to the content of the mass transit vision within the policy text.	N	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to the content of the mass transit vision within the policy text.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	o	o	o	I	P	Regional	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	o	o	o	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise, and light pollution, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise, and light pollution, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise, and light pollution, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise, and light pollution, however the policy is focused on mass transit.	None identified.	No mitigation identified in 2025.	The policy text remains the same, however, it has been rearranged.	o	o	o	Scoring has not changed from the 1st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

Policy Name	I11																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	o	o	o	I	T	Local	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	+	+	+	The policy has been amended to refer to taking into account the needs of vulnerable users, which could encourage more sustainable transport use and decrease air pollution emissions. Therefore, the scoring has increased to positive.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	+	+	+	The policy has been amended to refer to taking into account the needs of vulnerable users, which could encourage more sustainable transport use and decrease air pollution emissions. Therefore, the scoring has increased to positive.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	o	o	o	I	T	Local	Green spaces, green infrastructure, blue infrastructure, habitats	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species, nature, wildlife	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	o	o	o	I	P	Regional	Carbon sinks	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	o	o	o	I	P	Local	Local communities, green infrastructure, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?"	o	o	o	I	T	Regional	Local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	+	+	+	The policy has been amended to refer to taking into account the needs of vulnerable users, which could encourage more sustainable transport use. Therefore, the scoring has increased to positive.	None identified.

3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	+	+	+	The policy has been amended to refer to taking into account the needs of vulnerable users, which could encourage more sustainable transport use. Therefore, the scoring has increased to positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	+	+	+	The policy has been amended to refer to taking into account the needs of vulnerable users, which could encourage more sustainable transport use and contribute to achieving Net Zero. Therefore, the scoring has increased to positive.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	o	o	o	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	o	o	o	I	T	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	o	o	o	I	P	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	o	o	o	I	P	Regional	Transport network, road network, road users, utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	+	+	+	The policy has been amended to refer to taking into account the needs of vulnerable users, which could encourage more sustainable transport use. Therefore, the scoring has increased to positive.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	o	o	o	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	o	o	o	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	o	o	o	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	o	o	o	I	T	Regional	Built environment, protected landscapes, blue and green infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	o	o	o	I	T	Regional	Built environment, protected landscapes, public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscape, maintaining and strengthening local distinctiveness and sense of place?	o	o	o	I	P	Local	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	o	o	o	I	T	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to road traffic and congestion, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to access to key services, however the policy is focused on Mass Transit Phase 1 Delivery.	The policy could be enhanced by making explicit reference to how Phase 1 will help to promote accessibility to key services and facilities.	Partially	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	+	+	+	The policy has been amended to refer to taking into account the needs of vulnerable users, which could make spaces and facilities more accessible by sustainable transport modes. Therefore, the scoring has increased to positive.	The policy could be further enhanced by making explicit reference to how Phase 1 will help to promote accessibility to key services and facilities.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to active travel, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to active travel and green and blue infrastructure, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has positive effects as it references the Phase 1 Delivery which focuses on new tram lines for Leeds and Bradford.	The policy could be enhanced by making explicit reference to what Phase One of the Mass Transit Network is (new tram lines) and how it will be achieved.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	+	+	+	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to what Phase One of the Mass Transit Network is (new tram lines) and how it will be achieved.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to low emission vehicle infrastructure, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to housing and employment areas, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to economic prosperity and access to opportunities, however the policy is focused on Mass Transit Phase 1 Delivery.	The policy could be enhanced by making explicit reference to how Phase 1 will help to promote accessibility to employment and skills development opportunities.	Partially	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	+	+	+	The policy has been amended to refer to taking into account the needs of vulnerable users, which could make spaces and facilities more accessible by sustainable transport modes. Therefore, the scoring has increased to positive.	The policy could be enhanced by making further explicit reference to how Phase 1 will help to promote accessibility to employment and skills development opportunities.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to economic prosperity and access to opportunities, however the policy is focused on Mass Transit Phase 1 Delivery.	The policy could be enhanced by making explicit reference to how Phase 1 will help to promote accessibility to services, facilities, and amenities.	Partially	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	+	+	+	The policy has been amended to refer to taking into account the needs of vulnerable users, which could make spaces and facilities more accessible by sustainable transport modes. Therefore, the scoring has increased to positive.	The policy could be enhanced by making further explicit reference to how Phase 1 will help to promote accessibility to employment and skills development opportunities.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to economic prosperity and access to opportunities, however the policy is focused on Mass Transit Phase 1 Delivery.	The policy could be enhanced by making explicit reference to how Phase 1 will help to improve travel convenience.	N	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to how Phase 1 will help to improve travel convenience.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to economic prosperity and access to opportunities, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to economic prosperity and access to opportunities, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to economic prosperity and access to opportunities, however the policy is focused on Mass Transit Phase 1 Delivery.	The policy could be enhanced by making explicit reference to how Phase 1 will help to ensure accessibility by tram to Leeds and Bradford, which are two of West Yorkshire's largest economies.	Partially	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	+	+	+	The policy has been amended to refer to taking into account the needs of vulnerable users, which could make spaces and facilities more accessible by sustainable transport modes. Therefore, the scoring has increased to positive.	The policy could be enhanced by making explicit reference to how Phase 1 will help to ensure accessibility by tram to Leeds and Bradford, which are two of West Yorkshire's largest economies.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	+	+	+	The policy has been amended to refer to taking into account the needs of vulnerable users, which could make spaces and facilities more accessible by sustainable transport modes. Therefore, the scoring has increased to positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	-	-	-	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Inequalities could be exacerbated if the new tramlines do not help to connect diverse populations and deprived locations.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as it references connecting communities, however, it does not make explicit reference to inclusion within the Mass Transit Phase 1 Delivery and to ensuring diverse communities are connected.	The policy could be enhanced by making explicit reference to how EDI has been considered within the Phase 1 Delivery, and how it will connect diverse communities across West Yorkshire.	Partially	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	+	+	++	The policy has been amended to refer to taking into account the needs of vulnerable users as part of the integrated Weaver Network. Therefore, the scoring has increased to positive.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	-	-	-	D	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Inequalities could be exacerbated if the new tramlines do not help to connect diverse populations and deprived locations.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as it references connecting communities, however, it does not make explicit reference to accessibility and inclusion within the Mass Transit Phase 1 Delivery and to ensuring diverse communities are connected, particularly disabled and low mobility users.	The policy could be enhanced by making explicit reference to how EDI has been considered within the Phase 1 Delivery, and how it will connect diverse communities across West Yorkshire, particularly disabled and low mobility users.	Partially	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	+	+	++	The policy has been amended to refer to taking into account the needs of vulnerable users as part of the integrated Weaver Network. Therefore, the scoring has increased to positive.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	-	-	-	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Inequalities could be exacerbated if the new tramlines do not help to connect diverse populations and deprived locations.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as it references connecting communities, however, it does not make explicit reference to affordability and how this contributes to promoting and sustaining connections between communities, particularly for low income residents.	The policy could be enhanced by making explicit reference to affordability and how this contributes to promoting and sustaining connections between communities, particularly for low income residents.	Partially	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	+	+	+	The policy has been amended to refer to taking into account the needs of vulnerable users as part of the integrated Weaver Network. Therefore, the scoring has increased to positive.	The policy could be enhanced by making explicit reference to affordability and how this contributes to promoting and sustaining connections between communities, particularly for low income residents.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	++	++	++	D	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Inequalities could be exacerbated if the new tramlines do not help to connect diverse populations and deprived locations.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it references the Phase 1 Delivery which focuses on new tram lines for Leeds and Bradford, which in turn, will help to connect communities within and between these areas.	The policy could be enhanced to making explicit reference to the types of communities it will be connecting e.g. deprived communities, to ensure equitable outcomes. It could also draw out examples from the Mass Transit Vision to provide a clearer picture of what the Phase 1 Delivery entails and the approach for delivery.	Partially	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	++	++	++	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	+	+	+	D	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Inequalities could be exacerbated if the new tramlines do not help to connect diverse populations and deprived locations.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it references the Phase 1 Delivery which focuses on new tram lines for Leeds and Bradford, which in turn, will help to connect communities within and between these areas.	The policy could be enhanced by integrating active travel schemes into the Mass Transit Phase 1 Delivery, particularly in deprived areas of Leeds and Bradford.	Y	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	+	+	++	The policy has been amended to refer to taking into account the needs of vulnerable users as part of the integrated Weaver Network, which includes active travel. Therefore, the scoring has increased to very positive.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	-	-	-	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Inequalities could be exacerbated if the new tramlines do not help to connect diverse populations and deprived locations.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as it references connecting communities, however, it does not make explicit reference to access to information and how this contributes to promoting reliable connections between communities.	The policy could be enhanced by making explicit reference to how travel information on the new Leeds and Bradford lines will be promoted to ensure reliable connectivity between communities.	Partially	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	+	+	+	The policy has been amended to refer to taking into account the needs of vulnerable users as part of the integrated Weaver Network, which includes improvements to information systems. Therefore, the scoring has increased to positive.	The policy could be enhanced by making explicit reference to how travel information on the new Leeds and Bradford lines will be promoted to ensure reliable connectivity between communities.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on Mass Transit Phase 1 Delivery.	The policy could be enhanced by making explicit reference to ensuring safety is embedded within Phase 1 of the Mass Transit Network, particularly through natural surveillance.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	o	o	o	I	P	Regional	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on Mass Transit Phase 1 Delivery.	The policy could enhanced by making explicit reference to ensuring safety is embedded within Phase 1 of the Mass Transit Network.	N	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	+	+	+	The policy has been amended to refer to taking into account the needs of vulnerable users as part of the integrated Weaver Network, which could include safety needs. Therefore, the scoring has increased to positive.	The policy could enhanced by making explicit reference to ensuring safety is embedded within Phase 1 of the Mass Transit Network.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to road safety, however the policy is focused on Mass Transit Phase 1 Delivery.	The policy could be enhanced by making explicit reference to ensuring the Leeds and Bradford tram lines are developed considering pedestrian/cyclist safety.	Partially.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	+	++	++	The policy has been amended to refer to taking into account the needs of vulnerable users as part of the integrated Weaver Network, which could include safety needs. Therefore, the scoring has increased to very positive.	The policy could be enhanced by making explicit reference to ensuring the Leeds and Bradford tram lines are developed considering pedestrian/cyclist safety.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to traffic calming in residential areas, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to road safety, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	Y	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	+	++	++	The policy has been amended to refer to taking into account the needs of vulnerable users as part of the integrated Weaver Network, which could include safety needs. Therefore, the scoring has increased to very positive.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	o	o	o	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise, and light pollution, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	Y	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	+	++	++	The policy has been amended to refer to taking into account the needs of vulnerable users as part of the integrated Weaver Network. Therefore, the scoring has increased to very positive.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise, and light pollution, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise, and light pollution, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise, and light pollution, however the policy is focused on Mass Transit Phase 1 Delivery.	None identified.	No mitigation identified in 2025.	The policy now references taking into account the needs of vulnerable users as part of the integrated Weaver Network.	o	o	o	Although the policy has been amended by referencing taking into account the needs of vulnerable users as part of the integrated Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

Policy Name	I12																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	o	o	o	I	T	Local	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	+	+	+	The policy has been amended to refer to increasing accessibility to spaces and services through sustainable transport, which will help to reduce air pollution. Therefore, the scoring has increased to positive.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	+	+	+	The policy has been amended to refer to increasing accessibility to spaces and services through sustainable transport, which will help to reduce air pollution. Therefore, the scoring has increased to positive.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	o	o	o	I	T	Local	Green spaces, green infrastructure, blue infrastructure, habitats	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species, nature, wildlife	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	o	o	o	I	P	Regional	Carbon sinks	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	o	o	o	I	P	Local	Local communities, green infrastructure, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?	o	o	o	I	T	Regional	Local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	+	+	++	The policy has been amended to refer to increasing accessibility to employment, housing, education, and healthcare through sustainable transport. Therefore, the scoring has increased to very positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	+	+	+	I	T	Regional	Transport network, road network, road users, air quality	Could have cumulative effects with other local development schemes	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as there is reference to aligning developments with transport infrastructure, which could promote greater carbon efficiency by reducing travel distances.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	+	+	++	The policy has been amended to refer to increasing accessibility to employment, housing, education, and healthcare through sustainable transport. Therefore, the scoring has increased to very positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	+	+	++	The policy has been amended to refer to increasing accessibility to employment, housing, education, and healthcare through sustainable transport which will contribute to achieving Net Zero. Therefore, the scoring has increased to very positive.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	o	o	o	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	o	o	o	I	T	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	o	o	o	I	P	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	o	o	o	I	P	Regional	Transport network, road network, road users, utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	+	+	++	The policy has been amended to refer to increasing accessibility to employment, housing, education, and healthcare through sustainable transport. Therefore, the scoring has increased to very positive.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	o	o	o	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	o	o	o	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	o	o	o	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	o	o	o	I	T	Regional	Built environment, protected landscapes, blue and green infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	o	o	o	I	T	Regional	Built environment, protected landscapes, public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	o	o	o	I	P	Local	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	o	o	o	I	T	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to road traffic and congestion, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	-	-	-	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	N/A	The policy has negative effects as it does not reference access to opportunities, and does not explore the synergies between sustainable growth and sustainable transport modes.	The policy could be enhanced by making explicit reference to improving accessibility to opportunities through sustainable transport.	Y	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	+	+	++	The policy has been amended to refer to increasing accessibility to employment, housing, education, and healthcare through sustainable transport. Therefore, the scoring has increased to very positive.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to active travel, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	-	-	-	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	N/A	The policy has negative effects as it does not reference access to opportunities, and does not explore the synergies between sustainable growth and sustainable transport modes.	The policy could be enhanced by making explicit reference to improving accessibility to opportunities through sustainable transport.	Y	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	+	+	++	The policy has been amended to refer to increasing accessibility to employment, housing, education, and healthcare through sustainable transport. Therefore, the scoring has increased to very positive.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to low emission vehicle infrastructure, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	N/A	The policy has positive effects as it references integrating development and land use across West Yorkshire.	The policy could be enhanced by making explicit reference to improving accessibility to opportunities through sustainable transport. It could also be enhanced by referencing types of development e.g. housing and employment.	Y	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	+	++	++	The policy has been amended to refer to increasing accessibility to employment, housing, education, and healthcare through sustainable transport. Therefore, the scoring has increased to very positive.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	-	-	-	D	P	Local	Lower socio-economic groups and deprived areas	Could have cumulative effects with other local development schemes	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as it does not reference access to opportunities, and does not explore the synergies between sustainable growth and sustainable transport modes. It also does not reference ensuring growth in areas of deprivation and those with high levels of unemployment.	The policy could be enhanced by making explicit reference to improving accessibility to opportunities through sustainable transport. It could also be enhanced by referencing the delivery of sustainable growth in areas of deprivation and those with high levels of unemployment.	Partially	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	+	+	++	The policy has been amended to refer to increasing accessibility to employment, housing, education, and healthcare through sustainable transport. Therefore, the scoring has increased to very positive.	The policy could be enhanced by referencing the delivery of sustainable growth in areas of deprivation and those with high levels of unemployment.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	-	-	-	D	P	Regional	Lower socio-economic groups and deprived areas	Could have cumulative effects with other local development schemes	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as it does not reference access to services, facilities and amenities, and does not explore the synergies between sustainable growth and sustainable transport modes.	The policy could be enhanced by making explicit reference to improving accessibility to services, facilities and amenities through sustainable transport.	Y	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	+	+	++	The policy has been amended to refer to increasing accessibility to employment, housing, education, and healthcare through sustainable transport. Therefore, the scoring has increased to very positive.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	+	+	+	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has positive effects as there is reference to aligning developments with transport infrastructure, which could reduce the distance and overall journey times between destinations.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	+	+	+	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	+	+	++	D	P	Regional	Lower socio-economic groups and deprived areas	Could have cumulative effects with other local development schemes	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it references delivering sustainable growth, which will have positive economic outcomes for West Yorkshire.	The policy could be enhanced by making explicit reference to sustainable transport and decarbonisation.	Y	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	+	++	++	The policy has been amended to refer to increasing accessibility to employment, housing, education, and healthcare through sustainable transport. Therefore, the scoring has increased to very positive.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	+	+	++	D	P	Regional	Lower socio-economic groups and deprived areas	Could have cumulative effects with other local development schemes	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it references delivering sustainable growth, which can be achieved through increased investment.	The policy could be enhanced by making explicit reference to improving accessibility to opportunities through sustainable, effective, and resilient transport.	Y	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	+	++	++	The policy has been amended to refer to increasing accessibility to employment, housing, education, and healthcare through sustainable transport. Therefore, the scoring has increased to very positive.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	-	-	-	D	P	Local	Lower socio-economic groups and deprived areas	Could have cumulative effects with other local development schemes	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as it does not reference access to opportunities, and does not explore the synergies between sustainable growth and sustainable transport modes. It also does not reference ensuring growth in major employment and residential growth areas.	The policy could be enhanced by making explicit reference to improving accessibility to opportunities through sustainable transport, and to major employment and residential growth areas..	Y	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	+	++	++	The policy has been amended to refer to increasing accessibility to employment, housing, education, and healthcare through sustainable transport. Therefore, the scoring has increased to very positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however, however the policy is focused on transport and land use planning.	The policy could be enhanced by making explicit reference to connecting development with healthcare services and education facilities by sustainable transport.	Y	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	+	++	++	The policy has been amended to refer to increasing accessibility to employment, housing, education, and healthcare through sustainable transport. Therefore, the scoring has increased to very positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however, however the policy is focused on transport and land use planning.	The policy could be enhanced by making explicit reference to connecting development with open space, recreational activities and employment locations.	Y	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	+	++	++	The policy has been amended to refer to increasing accessibility to employment, housing, education, and healthcare through sustainable transport. Therefore, the scoring has increased to very positive.	None identified.

12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	-	-	-	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Inequalities could be exacerbated if new developments and transport infrastructure are not well connected, particularly in deprived communities.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as it does not reference inclusive growth and opportunities for all.	The policy could be enhanced by making explicit reference to inclusive growth and access to opportunities for all.	N	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	+	+	+	The policy has been amended to refer to increasing accessibility to employment, housing, education, and healthcare opportunities through sustainable transport. Therefore, the scoring has increased to positive.	The policy could be enhanced by making explicit reference to inclusive growth and access to opportunities for all.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	-	-	-	D	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Inequalities could be exacerbated if new developments and transport infrastructure are not well connected, particularly in deprived communities.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as it does not reference inclusive growth and opportunities for all. It also makes no reference to sustainable modes of transport.	The policy could be enhanced by making explicit reference to inclusive growth and access to opportunities for all through sustainable modes of transport.	Partially	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	+	+	+	The policy has been amended to refer to increasing accessibility to employment, housing, education, and healthcare opportunities through sustainable transport. Therefore, the scoring has increased to positive.	The policy could be enhanced by making explicit reference to inclusive growth and access to opportunities for all.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	-	-	-	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Inequalities could be exacerbated if new developments and transport infrastructure are not well connected, particularly in deprived communities.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as integrated development and transport improves connections between communities.	The policy could be enhanced by making explicit reference to affordability and inclusive access.	N	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	-	-	-	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to affordability and inclusive access.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	+	+	+	D	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Inequalities could be exacerbated if new developments and transport infrastructure are not well connected, particularly in deprived communities.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as it does not reference improving connecting between diverse communities through integrating development with transport.	The policy could be enhanced by making explicit reference to improving connections between diverse communities through integrating new development with transport infrastructure.	N	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	+	+	+	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to improving connections between diverse communities through integrating new development with transport infrastructure.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	-	-	-	D	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Inequalities could be exacerbated if new developments and transport infrastructure are not well connected, particularly in deprived communities.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as it does not reference inclusive growth and opportunities for all, particularly for those in deprived areas. It also makes no reference to sustainable modes of transport.	The policy could be enhanced by making explicit reference to improving connections between diverse communities through integrating new development with transport infrastructure, particularly in the most deprived areas.	N	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	-	-	-	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to improving connections between diverse communities through integrating new development with transport infrastructure, particularly in the most deprived areas.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	-	-	-	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Inequalities could be exacerbated if new developments and transport infrastructure are not well connected, particularly in deprived communities.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as it does not reference sustainable modes of transport and improving access to information to support opportunities for growth.	The policy could be enhanced by making explicit reference to sustainable modes of transport and improving access to information to support opportunities for growth.	N	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	-	-	-	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to sustainable modes of transport and improving access to information to support opportunities for growth.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	o	o	o	I	P	Regional	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	o	o	o	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise, and light pollution, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise, and light pollution, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise, and light pollution, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise, and light pollution, however, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references increasing accessibility through sustainable transport to housing and employment opportunities, and to services such as education and healthcare.	o	o	o	Although the policy has been amended by referencing increasing accessibility to spaces and services through sustainable transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

Policy Name		113																		
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	o	o	o	I	T	Local	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on transit-oriented development	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	+	+	+	The policy has been amended to refer to the franchised bus network and rail, both of which will contribute to lowering air pollution emissions. Therefore, the scoring has increased to positive.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	+	+	+	D	T	Regional	Air quality, vulnerable communities	Cumulative reduction in greenhouse gas emissions and air pollutants over time	The combined use of sustainable modes can amplify the reduction in emissions, leading to faster improvements in air quality	The policy has positive effects as it could enable a modal shift away from the car.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	+	+	++	The policy has been amended to refer to the franchised bus network and rail, both of which will contribute to lowering air pollution emissions. Therefore, the scoring has increased to very positive.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	+	+	+	D	T	Regional	Air quality, vulnerable communities	Cumulative reduction in greenhouse gas emissions and air pollutants over time	The combined use of sustainable modes can amplify the reduction in emissions, leading to faster improvements in air quality	The policy has positive effects as it references ensuring wider placemaking benefits through green infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	+	+	+	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	o	o	o	I	T	Local	Green spaces, green infrastructure, habitats	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	o	o	o	I	P	Regional	Green spaces, green infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	o	o	o	I	P	Regional	Green spaces, green infrastructure, habitats, protected species, nature, wildlife	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	o	o	o	I	P	Regional	Carbon sinks	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	+	+	++	D	P	Local	Local communities, green infrastructure, blue infrastructure	Green and blue infrastructure deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and become central to communities.	Provide recreational spaces whilst improving health.	The policy has positive effects as it references opportunities to promote active travel through green infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	+	+	++	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?	o	o	o	I	T	Regional	Local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	+	+	++	The policy has been amended to refer to the franchised bus network and rail, the promotion of which will reduce private car use. Therefore, the scoring has increased to very positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Coordinating transport infrastructure with placemkaing ensures that new developments complement the existing character and aesthetics of the area	The policy has positive effects as there is reference to aligning developments with the transport network, which could reduce travel time and encourage carbon efficiency in travel.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	+	+	+	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to innovative technologies, however the policy is focused on transit-oriented development.	The policy could be enhanced by making explicit reference to new and low zero carbon transport technologies.	N	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to new and low zero carbon transport technologies.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Coordinating transport infrastructure with placemkaing ensures that new developments complement the existing character and aesthetics of the area	The policy has positive effects as it references the integration of mass transit and the rest of the public transport network and active travel improvements.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	+	+	+	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Coordinating transport infrastructure with placemkaing ensures that new developments complement the existing character and aesthetics of the area	The policy has positive effects as it supports the provision of a high capacity, low carbon mode of transport.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	+	+	++	The policy has been amended to refer to the franchised bus network and rail, the promotion of which will contribute to achieving Net Zero. Therefore, the scoring has increased to very positive.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	o	o	o	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	o	o	o	I	T	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	o	o	o	I	P	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	+	+	+	D	P	Regional	Transport network, road network, road users, utility network, construction industry	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Coordinating transport infrastructure with placemkaing ensures that new developments complement the existing character and aesthetics of the area	The policy has positive effects as it supports the provision of a high capacity, low carbon mode of transport.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	+	+	++	The policy has been amended to refer to the franchised bus network and rail. Therefore, the scoring has increased to very positive.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	o	o	o	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	o	o	o	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	o	o	o	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	-	-	-	D	P	Regional	Built environment, protected landscapes	Landscape and townscape may be eroded over time as development comes forward	Coordinating transport infrastructure with landscape and townscape planning ensures that new developments complement the existing character and aesthetics of the area	The policy has negative effects as it does not explicitly reference the design, construction, repair, and maintenance of transport infrastructure when talking about placemaking.	The policy could be enhanced by making explicit reference to the design, construction, repair, and maintenance of transport infrastructure when talking about placemaking.	N	The policy now references the franchised bus network and rail.	-	-	-	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to the design, construction, repair, and maintenance of transport infrastructure when talking about placemaking.

9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to nationally designated landscapes, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	+	+	++	D	T	Regional	Built environment, protected landscapes, blue and green infrastructure	Landscape and townscape may be eroded over time as development comes forward	Coordinating transport infrastructure with landscape and townscape planning ensures that new developments complement the existing character and aesthetics of the area	The policy has positive effects as it references ensuring wider placemaking benefits through green infrastructure.	The policy could be enhanced by making additional reference to blue infrastructure.	N	The policy now references the franchised bus network and rail.	+	+	++	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making additional reference to blue infrastructure.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	-	-	-	D	T	Regional	Built environment, protected landscapes, public rights of way	Landscape and townscape may be eroded over time as development comes forward	Coordinating transport infrastructure with landscape and townscape planning ensures that new developments complement the existing character and aesthetics of the area	The policy has negative effects as it does not explicitly reference public rights of way when talking about promoting active travel.	The policy could be enhanced by making explicit reference to public rights of way when talking about promoting active travel.	N	The policy now references the franchised bus network and rail.	-	-	-	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to public rights of way when talking about promoting active travel.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	-	-	-	D	P	Local	Built environment, protected landscapes	Landscape and townscape may be eroded over time as development comes forward	Coordinating transport infrastructure with landscape and townscape planning ensures that new developments complement the existing character and aesthetics of the area	The policy has negative effects as it does not explicitly reference protecting and enhancing locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place, especially when talking about ensuring wider placemaking matters.	The policy could be enhanced by making explicit reference to protecting and enhancing locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place, especially when talking about ensuring wider placemaking matters.	N	The policy now references the franchised bus network and rail.	-	-	-	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to protecting and enhancing locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place, especially when talking about ensuring wider placemaking matters.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	-	-	-	D	T	Regional	Built environment, protected landscapes	Landscape and townscape may be eroded over time as development comes forward	Coordinating transport infrastructure with landscape and townscape planning ensures that new developments complement the existing character and aesthetics of the area	The policy has negative effects as it does not explicitly reference removing unnecessary clutter, especially when talking about ensuring wider placemaking matters.	The policy could be enhanced by making explicit reference to removing unnecessary clutter, especially when talking about ensuring wider placemaking matters.	N	The policy now references the franchised bus network and rail.	-	-	-	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to removing unnecessary clutter, especially when talking about ensuring wider placemaking matters.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to road traffic and congestion, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Coordinating transport infrastructure with placemaking ensures that new developments complement the existing character and aesthetics of the area	The policy has negative effects as it does not reference access to key services in terms of growth and development, and does not explore the synergies between sustainable growth and sustainable transport modes.	The policy could be enhanced by making explicit reference to improving access to key services through sustainable transport.	N	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Coordinating transport infrastructure with placemaking ensures that new developments complement the existing character and aesthetics of the area	The policy has positive effects as it references promoting active travel infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	+	+	++	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	+	+	++	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Coordinating transport infrastructure with placemaking ensures that new developments complement the existing character and aesthetics of the area	The policy has positive effects as it references promoting active travel infrastructure and using green infrastructure to achieve this.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	+	+	++	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	-	-	-	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Coordinating transport infrastructure with placemaking ensures that new developments complement the existing character and aesthetics of the area	The policy has negative effects as it does not reference how the mass transit will be integrated with the wider transit network e.g. through improvements in accessibility and affordability.	The policy could be enhanced by making explicit reference to how the mass transit will be integrated with the wider transit network e.g. through improvements in accessibility and affordability.	N	The policy now references the franchised bus network and rail.	-	-	-	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to how the mass transit will be integrated with the wider transit network e.g. through improvements in accessibility and affordability.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Coordinating transport infrastructure with placemaking ensures that new developments complement the existing character and aesthetics of the area	The policy has neutral effects as there is no reference to low emission vehicle infrastructure, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Coordinating transport infrastructure with placemaking ensures that new developments complement the existing character and aesthetics of the area	The policy has positive effects as it references integrating transport and land use planning.	The policy could be enhanced by making explicit reference to types of development e.g. housing and employment.	N	The policy now references the franchised bus network and rail.	+	+	++	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to types of development e.g. housing and employment.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	+	+	+	D	P	Local	Lower socio-economic groups and deprived areas	Could have cumulative effects with other local development schemes	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it improved transport systems can improve access to opportunities.	The policy could be enhanced by making explicit reference to employment and skills development opportunities, and the delivery of sustainable growth in areas of deprivation and those with high levels of unemployment.	N	The policy now references the franchised bus network and rail.	+	+	+	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to employment and skills development opportunities, and the delivery of sustainable growth in areas of deprivation and those with high levels of unemployment.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	+	+	+	D	P	Regional	Lower socio-economic groups and deprived areas	Could have cumulative effects with other local development schemes	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it improved transport systems can improve access to opportunities.	The policy could be enhanced by making explicit reference to improving accessibility to services, facilities and amenities through land use planning.	N	The policy now references the franchised bus network and rail.	+	+	+	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to improving accessibility to services, facilities and amenities through land use planning.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	+	+	+	I	P	Regional	Lower socio-economic groups and deprived areas	Could have cumulative effects with other local development schemes	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as there is reference to aligning developments with the transport network, which could reduce journey times.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	+	+	+	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	+	+	++	D	P	Regional	Lower socio-economic groups and deprived areas	Could have cumulative effects with other local development schemes	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it references maximising growth opportunities, which will have positive economic outcomes for West Yorkshire.	The policy could be enhanced by making explicit reference to sustainable transport and decarbonisation.	Y	The policy now references the franchised bus network and rail.	+	++	++	The policy has been amended to refer to the franchised bus network and rail, which are forms of sustainable transport. Therefore, the scoring has increased to very positive.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	+	+	++	D	P	Regional	Lower socio-economic groups and deprived areas	Could have cumulative effects with other local development schemes	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has positive effects as it references maximising growth opportunities, which can be achieved through increased investment.	The policy could be enhanced by making explicit reference to improving growth through sustainable, effective, and resilient transport.	N	The policy now references the franchised bus network and rail.	+	+	++	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to improving growth through sustainable, effective, and resilient transport.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	-	-	-	D	P	Local	Lower socio-economic groups and deprived areas	Could have cumulative effects with other local development schemes	Improved connectivity to public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as it does not reference major employment and residential growth areas in relation to growth opportunities.	The policy could be enhanced by making explicit reference to ensuring growth in major employment and residential growth areas.	N	The policy now references the franchised bus network and rail.	-	-	-	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to ensuring growth in major employment and residential growth areas.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on transport and land use planning.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travelers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	-	-	-	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Inequalities could be exacerbated if new developments and transport infrastructure are not well connected, particularly in deprived communities.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as it does not reference inclusive growth and placemaking.	The policy could be enhanced by making explicit reference to inclusive growth and placemaking.	N	The policy now references the franchised bus network and rail.	-	-	-	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to inclusive growth and placemaking.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	-	-	-	D	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Inequalities could be exacerbated if new developments and transport infrastructure are not well connected, particularly in deprived communities.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as it does not reference inclusive placemaking.	The policy could be enhanced by making explicit reference to inclusive placemaking.	N	The policy now references the franchised bus network and rail.	-	-	-	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to inclusive placemaking.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	-	-	-	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Inequalities could be exacerbated if new developments and transport infrastructure are not well connected, particularly in deprived communities.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as it does not reference inclusive integration with the wider transit network.	The policy could be enhanced by making explicit reference to inclusive integration with the wider transit network.	N	The policy now references the franchised bus network and rail.	-	-	-	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to inclusive integration with the wider transit network.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	-	-	-	D	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Inequalities could be exacerbated if new developments and transport infrastructure are not well connected, particularly in deprived communities.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as it does not reference improving connecting between diverse communities through placemaking.	The policy could be enhanced by making explicit reference to improving connections between diverse communities through placemaking.	N	The policy now references the franchised bus network and rail.	-	-	-	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to improving connections between diverse communities through placemaking.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	-	-	-	D	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Inequalities could be exacerbated if new developments and transport infrastructure are not well connected, particularly in deprived communities.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as it references it does not reference access within/to/from deprived areas.	The policy could be enhanced by making explicit reference to promoting active travel in the most deprived areas.	N	The policy now references the franchised bus network and rail.	-	-	-	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to promoting active travel in the most deprived areas.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	-	-	-	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Inequalities could be exacerbated if new developments and transport infrastructure are not well connected, particularly in deprived communities.	Improved public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities	The policy has negative effects as it does not reference improving access to information to support opportunities for growth.	The policy could be enhanced by making explicit reference to improving access to information to support opportunities for growth.	N	The policy now references the franchised bus network and rail.	-	-	-	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to improving access to information to support opportunities for growth.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however, however the policy is focused on transit-oriented development.	The policy could be enhanced by making explicit reference to embedding safety in placemaking, for example, through improvements of public realm and levels of natural surveillance.	N	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to embedding safety in placemaking, for example, through improvements of public realm and levels of natural surveillance.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	o	o	o	I	P	Regional	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however, however the policy is focused on transit-oriented development.	The policy could be enhanced by making explicit reference to embedding safety in placemaking.	N	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to embedding safety in placemaking.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however, however the policy is focused on transit-oriented development.	The policy could be enhanced by making explicit reference to embedding safety in placemaking.	N	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to embedding safety in placemaking.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however, however the policy is focused on transit-oriented development.	The policy could be enhanced by making explicit reference to embedding safety in placemaking.	N	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to embedding safety in placemaking.

14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however, however the policy is focused on transit-oriented development.	The policy could be enhanced by making explicit reference to embedding safety in placemaking.	N	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to embedding safety in placemaking.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	o	o	o	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise, and light pollution, however, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise, and light pollution, however, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise, and light pollution, however, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise, and light pollution, however, however the policy is focused on transit-oriented development.	None identified.	No mitigation identified in 2025.	The policy now references the franchised bus network and rail.	o	o	o	Although the policy has been amended by referencing the franchised bus network and rail, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

Policy Name	I14																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	o	o	o	I	T	Local	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	+	+	+	D	T	Regional	Air quality, vulnerable communities	Cumulative reduction in greenhouse gas emissions and air pollutants over time	The combined use of sustainable modes can amplify the reduction in emissions, leading to faster improvements in air quality	The policy has positive effects as it supports a modal shift to sustainable modes of transport by prioritising access by sustainable modes to new development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	o	o	o	I	T	Local	Green spaces, green infrastructure, blue infrastructure, habitats	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species, nature, wildlife	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	o	o	o	I	P	Regional	Carbon sinks	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	o	o	o	I	P	Local	Local communities, green infrastructure, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?	o	o	o	I	T	Regional	Local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	-	-	-	D	T	Regional	Transport network, road network, road users, air quality	Cumulative reduction in emissions over time	Improved mass transit can lead to long-term changes in travel behavior, with more people opting for public transport over private vehicles. This shift can significantly reduce overall emissions	The policy has negative effects as it could be more aligned with its purpose to deliver sustainable development.	The policy could be enhanced by making explicit reference to measures that enhance public transport availability, affordability, and accessibility in relation to promotion of bus and mass transit.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to measures that enhance public transport availability, affordability, and accessibility in relation to promotion of bus and mass transit.

3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Cumulative reduction in emissions over time	Improved mass transit can lead to long-term changes in travel behavior, with more people opting for public transport over private vehicles. This shift can significantly reduce overall emissions	The policy has positive effects as it promotes greater carbon efficiency in the movement of people through providing accessibility by public transport and active travel to new developments.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Cumulative reduction in emissions over time	Improved mass transit can lead to long-term changes in travel behavior, with more people opting for public transport over private vehicles. This shift can significantly reduce overall emissions	The policy has positive effects as it prioritises accessibility by sustainable transport modes in new developments.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Cumulative reduction in emissions over time	Improved mass transit can lead to long-term changes in travel behavior, with more people opting for public transport over private vehicles. This shift can significantly reduce overall emissions	The policy has positive effects as it promotes accessibility by sustainable modes.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	o	o	o	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	o	o	o	I	T	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	o	o	o	I	P	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	+	+	+	D	P	Regional	Transport network, road network, road users, utility network, construction industry	As fuel consumption decreases, there is a corresponding reduction in greenhouse gas emissions, contributing to better air quality and mitigating climate change	Promoting sustainable transport can encourage behavioral changes, such as increased use of public transport and active transport, leading to a collective reduction in fuel consumption	The policy has positive effects as it promotes a modal shift to sustainable modes by prioritising these in new developments.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	o	o	o	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	o	o	o	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	o	o	o	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to nationally designated landscapes, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to nationally designated landscapes, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	o	o	o	I	T	Regional	Built environment, protected landscapes, blue and green infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to nationally designated landscapes, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	o	o	o	I	T	Regional	Built environment, protected landscapes, public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to nationally designated landscapes, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	o	o	o	I	P	Local	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to nationally designated landscapes, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	o	o	o	I	T	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to nationally designated landscapes, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	-	-	-	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has negative effects as there is no reference to reducing road traffic and congestion, which will help to promote sustainable transport modes.	The policy could be enhanced by making explicit reference to reducing road traffic and congestion in order to further promote sustainable transport.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to reducing road traffic and congestion in order to further promote sustainable transport.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has positive effects as it references ensuring new developments are accessible and that they promote active travel and public transport.	The policy could be enhanced by making explicit reference to access to key services.	N	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to access to key services.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has positive effects as it references ensuring new developments promote active travel.	The policy could be enhanced by making explicit reference to improving the quality and availability of active travel infrastructure.	N	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to improving the quality and availability of active travel infrastructure.

10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	-	-	-	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has negative effects as there is no reference to promoting active travel through enhancing green and blue infrastructure.	The policy could be enhanced by making explicit reference to promoting active travel through enhancing green and blue infrastructure.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to promoting active travel through enhancing green and blue infrastructure.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has positive effects as it references promoting sustainable forms of transport.	The policy could be enhanced by making explicit reference to how sustainable transport will be promoted e.g. through convenience, accessibility, and affordability.	N	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to how sustainable transport will be promoted e.g. through convenience, accessibility, and affordability.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	-	-	-	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has negative effects as there is no reference to providing low emission vehicle infrastructure as a way of delivery sustainable development.	The policy could be enhanced by making explicit reference to providing low emission vehicle infrastructure as a way of delivery sustainable development.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to providing low emission vehicle infrastructure as a way of delivery sustainable development.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has positive effects as it references ensuring new developments are accessible and that they promote active travel and public transport.	The policy could be enhanced by making explicit reference to types of development e.g. housing and employment.	N	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to types of development e.g. housing and employment.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	+	+	+	D	P	Local	Lower socio-economic groups and deprived areas	Could have cumulative effects with other local development schemes	Improved connectivity to active travel and public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities, and ensuring sustainable development.	The policy has positive effects as it will improve sustainable access to opportunities by connecting new developments with the existing network.	The policy could be enhanced by making explicit reference to ensuring access to new developments and opportunities in areas of deprivation and those with high levels of unemployment.	N	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to ensuring access to new developments and opportunities in areas of deprivation and those with high levels of unemployment.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	+	+	+	D	P	Regional	Lower socio-economic groups and deprived areas	Could have cumulative effects with other local development schemes	Improved connectivity to active travel and public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities, and ensuring sustainable development.	The policy has positive effects as new developments will be accessible to all users.	The policy could be enhanced by making explicit reference to ensuring access to services, facilities, and amenities for all users.	N	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to ensuring access to services, facilities, and amenities for all users.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	-	-	-	I	P	Regional	Lower socio-economic groups and deprived areas	Could have cumulative effects with other local development schemes	Improved connectivity to active travel and public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities, and ensuring sustainable development.	The policy has negative effects as it does not make the connection between access and travel convenience and reliability.	The policy could be enhanced by making explicit reference to how access can improve travel convenience and reliability.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to how access can improve travel convenience and reliability.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to decarbonisation of transport, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to increasing investment, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	-	-	-	D	P	Local	Lower socio-economic groups and deprived areas	Could have cumulative effects with other local development schemes	Improved connectivity to active travel and public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities, and ensuring sustainable development.	The policy has negative effects as it does not reference access to major employment and residential growth areas.	The policy could be enhanced by making explicit reference to improving access to major employment and residential growth areas.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to improving access to major employment and residential growth areas.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Improved accessibility to transport, especially active transport options like walking and cycling, can lead to increased physical activity.	Combining improved transport accessibility with health initiatives can amplify benefits. For example, creating safe, accessible walking and cycling paths can encourage more people to engage in physical activity, further enhancing public health	The policy has positive effects as promoting sustainable travel also promotes active and healthy lifestyles.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	-	-	-	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Inequalities could be exacerbated if new developments and transport infrastructure are not well connected, particularly in deprived communities.	Improved connectivity to active travel and public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities, and ensuring sustainable development.	The policy has negative effects as there is no reference to ensuring new developments are accessible for everyone.	The policy could be enhanced by making explicit reference to ensuring new development are accessible for everyone and how this will be achieved.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to ensuring new development are accessible for everyone and how this will be achieved.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	-	-	-	D	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Inequalities could be exacerbated if new developments and transport infrastructure are not well connected, particularly in deprived communities.	Improved connectivity to active travel and public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities, and ensuring sustainable development.	The policy has negative effects as there is no reference to ensuring new developments are accessible for everyone, particularly disabled and low mobility users.	The policy could be enhanced by making explicit reference to ensuring new developments are accessible for everyone and how this will be achieved, particularly for disabled and low mobility users.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to ensuring new developments are accessible for everyone and how this will be achieved, particularly for disabled and low mobility users.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	-	-	-	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Inequalities could be exacerbated if new developments and transport infrastructure are not well connected, particularly in deprived communities.	Improved connectivity to active travel and public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities, and ensuring sustainable development.	The policy has neutral effects as there is no reference to ensuring new developments are accessible in terms of affordability, however, the policy is focused on delivering sustainable development.	The policy could be enhanced by making explicit reference to ensuring new developments are accessible in terms of affordability.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to ensuring new developments are accessible in terms of affordability.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	-	-	-	D	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Inequalities could be exacerbated if new developments and transport infrastructure are not well connected, particularly in deprived communities.	Improved connectivity to active travel and public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities, and ensuring sustainable development.	The policy has negative effects as there is no reference to accessibility improving connections between communities.	The policy could be enhanced by making explicit reference to accessibility improving connections between communities.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to accessibility improving connections between communities.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	-	-	-	D	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Inequalities could be exacerbated if new developments and transport infrastructure are not well connected, particularly in deprived communities.	Improved connectivity to active travel and public transport systems make it easier for people to access jobs, education, and healthcare, reducing social and economic disparities, and ensuring sustainable development.	The policy has negative effects as there is no reference to improving active travel within/to/from the most deprived areas.	The policy could be enhanced by making explicit reference to promoting active travel and sustainable transport in the most deprived areas.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to promoting active travel and sustainable transport in the most deprived areas.

13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has negative effects as there is no reference to improving access to information when ensuring new developments are accessible.	The policy could be enhanced by making explicit reference to improving access to information when ensuring new developments are accessible.	N	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to improving access to information when ensuring new developments are accessible.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however, however the policy is focused on delivering sustainable development.	The policy could be enhanced by making explicit reference to promoting active travel and sustainable transport through improving safety.	N	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by promoting active travel and sustainable transport through improving safety.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	o	o	o	I	P	Regional	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however, however the policy is focused on delivering sustainable development.	The policy could be enhanced by making explicit reference to promoting active travel and sustainable transport through improving safety.	N	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to promoting active travel and sustainable transport through improving safety.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however, however the policy is focused on delivering sustainable development.	The policy could be enhanced by making explicit reference to promoting active travel and sustainable transport through improving safety.	N	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to promoting active travel and sustainable transport through improving safety.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however, however the policy is focused on delivering sustainable development.	The policy could be enhanced by making explicit reference to promoting active travel and sustainable transport through improving safety.	N	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by promoting active travel and sustainable transport through improving safety.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however, however the policy is focused on delivering sustainable development.	The policy could be enhanced by making explicit reference to promoting active travel and sustainable transport through improving safety.	N	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to promoting active travel and sustainable transport through improving safety.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	o	o	o	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise, and light pollution, however, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise, and light pollution, however, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise, and light pollution, however, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise, and light pollution, however, however the policy is focused on delivering sustainable development.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

Policy Name	I15																			
Ref	Objective	Assessment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	o	o	o	I	T	Local	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	o	o	o	I	T	Local	Green spaces, green infrastructure, blue infrastructure, habitats	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species, nature, wildlife	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	o	o	o	I	P	Regional	Carbon sinks	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	o	o	o	I	P	Local	Local communities, green infrastructure, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?	o	o	o	I	T	Regional	Local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference greenhouse gas emissions, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	o	o	o	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	o	o	o	I	T	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	o	o	o	I	P	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	o	o	o	I	P	Regional	Transport network, road network, road users, utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	o	o	o	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	o	o	o	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	o	o	o	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to nationally designated landscapes, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to nationally designated landscapes, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	o	o	o	I	T	Regional	Built environment, protected landscapes, blue and green infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to nationally designated landscapes, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	o	o	o	I	T	Regional	Built environment, protected landscapes, public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to nationally designated landscapes, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	o	o	o	I	P	Local	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to nationally designated landscapes, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	o	o	o	I	T	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to nationally designated landscapes, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	?	?	?	D	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has uncertain effects as it references helping to unlock autonomous vehicles which contradicts reducing road traffic.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	?	?	?	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable modes of transport, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable modes of transport, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable modes of transport, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable modes of transport, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable modes of transport, however the policy is focused on future mobility and technology.	The policy could be enhanced by making explicit reference to using low emission vehicle infrastructure to unlock future the potential of mobility.	N	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to using low emission vehicle infrastructure to unlock future the potential of mobility.

10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable modes of transport, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity and access to opportunities, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity and access to opportunities, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity and access to opportunities, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity and access to opportunities, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	+	+	++	D	P	Regional	Lower socio-economic groups and deprived areas	The integration of electric vehicles (EVs), autonomous driving, and smart traffic management systems, for example, can collectively reduce traffic congestion, lower emissions, and improve fuel efficiency	N/A	The policy has positive effects as technological innovations and strong connectivity will attract investment.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	+	+	++	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity and access to opportunities, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, low income and unemployed people, different sex and sexual orientation groups?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	o	o	o	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	o	o	o	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	o	o	o	I	P	Regional	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	o	o	o	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air, noise and light pollution, however the policy is focused on future mobility and technology.	None identified.	No mitigation identified in 2025.	The policy text has been amended slightly, however, the intention remains the same.	o	o	o	Although the policy has been amended by rephrasing the text, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

Policy Name	I16																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	+	+	++	D	T	Local	Air quality, vulnerable communities	Reduction in air pollution.	Higher parking costs can encourage people to switch to public transportation, cycling, or walking, further reducing vehicle emissions	The policy has positive effects as it references tackling congestion and supporting a mode shift, which will support the minimisation of air pollution.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	+	+	++	D	T	Regional	Air quality, vulnerable communities	Reduction in air pollution.	Higher parking costs can encourage people to switch to public transportation, cycling, or walking, further reducing vehicle emissions	The policy has positive effects as it references tackling congestion and supporting a mode shift, which will support the minimisation of air pollution.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	+	+	++	I	T	Regional	Air quality, vulnerable communities	The cumulative pollution from vehicles using parking spaces can degrade local ecosystems and harm wildlife.	The conversion of redundant spaces into green areas, which can enhance urban biodiversity.	The policy has positive effects as parking levies can reduce the number of parking spaces, allowing for the conversion of these spaces into green areas.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	+	+	++	I	T	Local	Green spaces, green infrastructure, blue infrastructure, habitats	The cumulative pollution from vehicles using parking spaces can degrade local ecosystems and harm wildlife.	Higher parking costs can encourage people to switch to public transportation, cycling, or walking, further reducing vehicle emissions	The policy has positive effects as it references tackling congestion and supporting a mode shift, which will support the minimisation of air pollution and have an indirect positive effect on the environment.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	+	+	++	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	The cumulative pollution from vehicles using parking spaces can degrade local ecosystems and harm wildlife.	Higher parking costs can encourage people to switch to public transportation, cycling, or walking, further reducing vehicle emissions	The policy has positive effects as it references tackling congestion and supporting a mode shift, which will support the minimisation of air pollution and have an indirect positive effect on the environment.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as it does not reference biodiversity,geodiversity, and green and blue infrastructure, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	+	+	++	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species, nature, wildlife	The cumulative pollution from vehicles using parking spaces can degrade local ecosystems and harm wildlife.	Higher parking costs can encourage people to switch to public transportation, cycling, or walking, further reducing vehicle emissions	The policy has positive effects as it references reinvesting in major transport investments, which will result in more high quality design.	The policy could be enhanced by making explicit reference to investing in the good design of transport infrastructure, through best practice wildlife friendly approaches.	N	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to investing in the good design of transport infrastructure, through best practice wildlife friendly approaches.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	o	o	o	I	P	Regional	Carbon sinks	N/A	N/A	The policy has neutral effects as it does not reference biodiversity,geodiversity, and green and blue infrastructure, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	+	+	++	D	P	Local	Local communities, green infrastructure, blue infrastructure	The cumulative pollution from vehicles using parking spaces can degrade local ecosystems and harm wildlife.	Higher parking costs can encourage people to switch to public transportation, cycling, or walking, further reducing vehicle emissions	The policy has positive effects as reinvesting in transport will improve access and connectivity across Tameside by sustainable transport modes.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to investing in the good design of transport infrastructure, through best practice wildlife friendly approaches.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?	o	o	o	I	T	Regional	Local nature recovery groups	N/A	N/A	The policy has neutral effects as it does not reference biodiversity,geodiversity, and green and blue infrastructure, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	+	+	++	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has positive effects as the levy will discourage private car use, encourage a mode shift, and support reinvestment in major transport investments which promote sustainable movement.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	+	+	++	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has positive effects as the levy will discourage private car use, encourage a mode shift, and support reinvestment in major transport investments which promote sustainable movement.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	+	+	++	I	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has positive effects as it references encouraging a mode shift and reinvesting in major transport investments which promote sustainable movement, encouraging greater carbon efficiency.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	+	+	++	I	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has positive effects as the levy will discourage private car use, encourage a mode shift, and support reinvestment in major transport investments which promote sustainable movement. This could include investing in low and zero carbon transport technologies.	The policy could be enhanced by making explicit reference to investing in low and zero carbon transport technologies.	N	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to investing in low and zero carbon transport technologies.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	+	+	++	I	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has positive effects as it references encouraging a mode shift and reinvesting in major transport investments which promote sustainable movement.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has positive effects as it references tackling congestion and supporting a mode shift, which will support the mitigation of climate change impacts.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as it does not reference low carbon energy generation, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has positive effects as it references exploring equitable options at appropriate and accessible locations.	The policy could be enhanced by making explicit reference to provision in rural locations.	N	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to provision in rural locations.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as it does not reference low carbon construction materials and techniques, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has positive effects as it references tackling congestion, which will reduce emissions.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has positive effects as the levy will discourage private car use, encourage a mode shift, and support reinvestment in major transport investments which promote sustainable movement; all of which will help to achieve the 2038 net zero target.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as it does not reference climate change, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	o	o	o	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as it does not reference climate change, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as it does not reference climate change, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	o	o	o	I	T	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as it does not reference climate change, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as it does not reference climate change, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as it does not reference climate change, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, etc.) in construction and operation, to reduce extraction and increase circularity?	o	o	o	I	P	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as it does not reference waste, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as it does not reference waste, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as it does not reference waste, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	+	+	++	D	P	Regional	Transport network, road network, road users, utility network, construction industry	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Reduced demand for parking can lead to less congestion and smoother traffic flow, which can decrease fuel consumption as vehicles spend less time idling	The policy has positive effects as the levy will discourage private car use, encourage a mode shift, and support reinvestment in major transport investments which promote sustainable movement.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	o	o	o	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as it does not reference waste, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as it does not reference the water environment, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as it does not reference the water environment, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as it does not reference the water environment, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as it does not reference the water environment, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	o	o	o	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as it does not reference the water environment, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as it does not reference the water environment, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as it does not reference soil, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	o	o	o	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as it does not reference soil, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as it does not reference soil, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as it does not reference soil, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as it does not reference soil, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	+	+	++	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	Vehicle emissions and runoff from parking areas can contribute to environmental degradation, affecting the preservation of heritage sites	Parking levies can support broader urban planning initiatives that prioritise the conservation of heritage sites and their surroundings	The policy has positive effects as tackling congestion will reduce damage to heritage assets caused by pollution.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	+	+	++	D	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	Implementing parking levies can reduce traffic congestion around heritage sites, making them more accessible and enjoyable for visitors	Parking levies can support broader urban planning initiatives that prioritise the conservation of heritage sites and their surroundings	The policy has positive effects as reinvesting in transport will improve access and connectivity across Tameside by sustainabe transport modes.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	+	+	++	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	Vehicle emissions and runoff from parking areas can contribute to environmental degradation, affecting the preservation of heritage sites	Parking levies can support broader urban planning initiatives that prioritise the conservation of heritage sites and their surroundings	The policy has positive effects as tackling congestion will reduce damage to heritage assets caused by pollution.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	+	+	++	D	P	Regional	Built environment, protected landscapes	Vehicle emissions and runoff from parking areas can contribute to environmental degradation, affecting the preservation of heritage sites	Parking levies can support broader urban planning initiatives that prioritise the conservation of heritage sites and their surroundings	The policy has positive effects as reinvesting in transport will present opportunities to ensure the design respects and enhances the landscape and townscape character.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	+	+	++	I	P	Regional	Built environment, protected landscapes	Vehicle emissions and runoff from parking areas can contribute to environmental degradation, affecting the preservation of heritage sites	Parking levies can support broader urban planning initiatives that prioritise the conservation of heritage sites and their surroundings	The policy has positive effects as tackling congestion will reduce damage to heritage assets caused by pollution.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	+	+	++	I	T	Regional	Built environment, protected landscapes, blue and green infrastructure	Vehicle emissions and runoff from parking areas can contribute to environmental degradation, affecting the preservation of heritage sites	Parking levies can support broader urban planning initiatives that prioritise the conservation of heritage sites and their surroundings	The policy has positive effects as it references tackling congestion and supporting a mode shift, which will have an indirect positive effect on the environment.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	-	-	-	D	T	Regional	Built environment, protected landscapes, public rights of way	Vehicle emissions and runoff from parking areas can contribute to environmental degradation, affecting the preservation of heritage sites	Parking levies can support broader urban planning initiatives that prioritise the conservation of heritage sites and their surroundings	The policy has negative effects as it references supporting a mode shift, which means more people may begin to use Public Rights of Way and they will therefore require further protection.	The policy could be enhanced by making explicit reference to the protection and enhancement of active travel routes to support the reduced reliance on vehicles.	N	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	-	-	-	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to the protection and enhancement of active travel routes to support the reduced reliance on vehicles.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	+	+	++	I	P	Regional	Built environment, protected landscapes	Vehicle emissions and runoff from parking areas can contribute to environmental degradation, affecting the preservation of heritage sites	Parking levies can support broader urban planning initiatives that prioritise the conservation of heritage sites and their surroundings	The policy has positive effects as tackling congestion will reduce damage to heritage assets caused by pollution.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	o	o	o	I	T	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as it does not reference landscape and townscape, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	+	+	++	D	T	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has positive effects as the levy will discourage private car use, encourage a mode shift, and support reinvestment in major transport investments which promote sustainable movement.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has positive effects as the levy will discourage private car use, encourage a mode shift, and support reinvestment in major transport investments which promote sustainable movement and increased access to key sites and facilities.	The policy be enhanced by making explicit reference to where the most accessible locations are and if they include key services, employment sites, and open space.	N	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy be enhanced by making explicit reference to where the most accessible locations are and if they include key services, employment sites, and open space.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has positive effects as the levy will discourage private car use, and encourage a mode shift.	The policy could be enhanced by making explicit reference to a mode shift to active travel.	N	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to a mode shift to active travel.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as it does not reference green and blue infrastructure, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has positive effects as the levy will discourage private car use, encourage a mode shift, and support reinvestment in major transport investments which promote sustainable movement.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as it does not reference low emission vehicle infrastructure, however the policy is focused on a Workplace Parking Levy.	The policy could be enhanced by combining the levy with low emission vehicle infrastructure in workplace car parks.	N	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by combining the levy with low emission vehicle infrastructure in workplace car parks.

10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	0	0	0	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as it does not reference land use planning, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	0	0	0	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	+	+	++	D	P	Local	Lower socio-economic groups and deprived areas	Revenue generated from parking levies can be used to enhance public transportation systems, making it easier for people to access job opportunities, education, and services	Parking levies can be designed to ensure equitable access to transportation options, benefiting underserved communities and improving access to opportunities for all residents	The policy has positive effects as reinvesting in transport will improve access and connectivity across Tameside by sustainabe transport modes.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	+	+	++	D	P	Regional	Lower socio-economic groups and deprived areas	Revenue generated from parking levies can be used to enhance public transportation systems, making it easier for people to access job opportunities, education, and services	Parking levies can be designed to ensure equitable access to transportation options, benefiting underserved communities and improving access to opportunities for all residents	The policy has positive effects as reinvesting in transport will improve access and connectivity across Tameside by sustainabe transport modes.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	+	+	++	D	P	Regional	Lower socio-economic groups and deprived areas	Revenue generated from parking levies can be used to enhance public transportation systems, making it easier for people to access job opportunities, education, and services	Parking levies can be designed to ensure equitable access to transportation options, benefiting underserved communities and improving access to opportunities for all residents	The policy has positive effects as reinvesting in transport will improve travel convenience and reliability.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	+	+	++	D	P	Regional	Lower socio-economic groups and deprived areas	Revenue generated from parking levies can be used to enhance public transportation systems, making it easier for people to access job opportunities, education, and services	Parking levies can be designed to ensure equitable access to transportation options, benefiting underserved communities and improving access to opportunities for all residents	The policy has positive effects as it references raising new funding through the workplace parking levy and reinvesting in major transport investments.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	+	+	++	D	P	Regional	Lower socio-economic groups and deprived areas	Revenue generated from parking levies can be used to enhance public transportation systems, making it easier for people to access job opportunities, education, and services	Parking levies can be designed to ensure equitable access to transportation options, benefiting underserved communities and improving access to opportunities for all residents	The policy has positive effects as it references raising new funding through the workplace parking levy and reinvesting in major transport investments.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	+	+	++	D	P	Regional	Lower socio-economic groups and deprived areas	Revenue generated from parking levies can be used to enhance public transportation systems, making it easier for people to access job opportunities, education, and services	Parking levies can be designed to ensure equitable access to transportation options, benefiting underserved communities and improving access to opportunities for all residents	The policy has positive effects as reinvesting in transport will improve access and connectivity across Tameside by sustainabe transport modes.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	+	+	++	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Higher parking costs can encourage people to walk, cycle, or use public transportation, promoting physical activity and reducing sedentary lifestyles	Revenue from parking levies can be allocated to public health programs, further enhancing community health and wellbeing	The policy has positive effects as it references tackling congestion and supporting a mode shift, which will support the minimisation of pollution and have an positive effect on public health. A mode shift to active travel will also promote active, healthy lifestyles.	The policy could be enhanced by making explicit reference to a mode shift to active travel.	N	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to a mode shift to active travel.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	+	+	++	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Higher parking costs can encourage people to walk, cycle, or use public transportation, promoting physical activity and reducing sedentary lifestyles	Revenue from parking levies can be allocated to public health programs, further enhancing community health and wellbeing	The policy has positive effects as it references tackling congestion and supporting a mode shift, which will support the minimisation of pollution and have an positive effect on public health. A mode shift to active travel will also promote active, healthy lifestyles.	The policy could be enhanced by making explicit reference to a mode shift to active travel.	N	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to a mode shift to active travel.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	+	+	++	D	P	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Higher parking costs can encourage people to walk, cycle, or use public transportation, promoting physical activity and reducing sedentary lifestyles	Revenue from parking levies can be allocated to public health programs, further enhancing community health and wellbeing	The policy has positive effects as reinvesting in transport will improve access and connectivity across West Yorkshire by sustainabe transport modes.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	+	+	++	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Higher parking costs can encourage people to walk, cycle, or use public transportation, promoting physical activity and reducing sedentary lifestyles	Revenue from parking levies can be allocated to public health programs, further enhancing community health and wellbeing	The policy has positive effects as reinvesting in transport will improve access and connectivity across West Yorkshire by sustainabe transport modes.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Higher parking costs can encourage people to walk, cycle, or use public transportation, promoting physical activity and reducing sedentary lifestyles	Revenue from parking levies can be allocated to public health programs, further enhancing community health and wellbeing	The policy has neutral effects as it does not reference severance, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	+	+	++	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Revenue generated from parking levies can be used to enhance public transportation systems, making it easier for people from all socioeconomic backgrounds to access job opportunities, education, and services	Parking levies can be designed to ensure equitable access to transportation options, benefiting underserved communities and improving access to opportunities for all residents	The policy has positive effects as it references exploring equitable options at appropriate and accessible locations. This will ensure parking continues to be available at less accessible locations, which will benefit those who are disabled or less mobile.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	+	+	++	D	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Revenue generated from parking levies can be used to enhance public transportation systems, making it easier for people from all socioeconomic backgrounds to access job opportunities, education, and services	Parking levies can be designed to ensure equitable access to transportation options, benefiting underserved communities and improving access to opportunities for all residents	The policy has positive effects as it references exploring equitable options at appropriate and accessible locations. This will ensure parking continues to be available at less accessible locations, which will benefit those who are disabled or less mobile.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	-	-	-	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Revenue generated from parking levies can be used to enhance public transportation systems, making it easier for people from all socioeconomic backgrounds to access job opportunities, education, and services	Parking levies can be designed to ensure equitable access to transportation options, benefiting underserved communities and improving access to opportunities for all residents	The policy has negative effects as it references a workplace parking levy which will increase the cost of parking, and could result in an uplift in public transport costs following an increase in users.	The policy could be enhanced by making reference to ensuring reference to affordability across sustainable modes of transport.	N	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	-	-	-	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making reference to ensuring reference to affordability across sustainable modes of transport.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	+	+	++	D	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Revenue generated from parking levies can be used to enhance public transportation systems, making it easier for people from all socioeconomic backgrounds to access job opportunities, education, and services	Parking levies can be designed to ensure equitable access to transportation options, benefiting underserved communities and improving access to opportunities for all residents	The policy has positive effects as reinvesting in transport will improve access and connectivity across Tameside by sustainabe transport modes.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	+	+	++	D	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Revenue generated from parking levies can be used to enhance public transportation systems, making it easier for people from all socioeconomic backgrounds to access job opportunities, education, and services	Parking levies can be designed to ensure equitable access to transportation options, benefiting underserved communities and improving access to opportunities for all residents	The policy has positive effects as the levy will discourage private car use, and encourage a mode shift.	The policy could be enhanced by making explicit reference to a mode shift to active travel in the most deprived areas.	N	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to a mode shift to active travel in the most deprived areas.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as it does not reference access to information, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	+	+	++	I	P	Local	Transport network, road network, road users, local communities	Reduction in crime rates.	Funds from parking levies can be allocated to safety initiatives, such as better street lighting and traffic calming measures, further enhancing overall safety	The policy has positive effects as encouraging a model shift to active travel will result in more people using streets and spaces, increasing levels of natural surveillance.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	+	+	++	I	P	Regional	Transport network, road network, road users, local communities	Reduction in crime rates.	Funds from parking levies can be allocated to safety initiatives, such as better street lighting and traffic calming measures, further enhancing overall safety	The policy has positive effects as funds from parking levies can be allocated to safety initiatives, such as better street lighting and traffic calming measures, further enhancing overall safety	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	+	+	++	I	P	Local	Transport network, road network, road users, local communities	Reduction in vehicle accidents.	Revenue from parking levies can be used to improve public transportation infrastructure, reducing the reliance on private vehicles and decreasing the likelihood of traffic incidents	The policy has positive effects as funds from parking levies can be allocated to improve public transportation infrastructure, reducing the reliance on private vehicles and decreasing the likelihood of traffic incidents	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	+	+	++	I	P	Local	Transport network, road network, road users, local communities	Reduction in vehicle accidents.	Revenue from parking levies can be used to improve public transportation infrastructure, reducing the reliance on private vehicles and decreasing the likelihood of traffic incidents	The policy has positive effects as funds from parking levies can be allocated to improve public transportation infrastructure, reducing the reliance on private vehicles and decreasing the likelihood of traffic incidents	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	+	+	++	I	P	Local	Transport network, road network, road users, local communities	Reduction in vehicle accidents.	Revenue from parking levies can be used to improve public transportation infrastructure, reducing the reliance on private vehicles and decreasing the likelihood of traffic incidents	The policy has positive effects as funds from parking levies can be allocated to improve public transportation infrastructure, reducing the reliance on private vehicles and decreasing the likelihood of traffic incidents	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	+	+	++	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	Reduction in air pollution.	Higher parking costs can encourage people to switch to public transportation, cycling, or walking, further reducing vehicle emissions	The policy has positive effects as it references tackling congestion and supporting a mode shift, which will support the minimisation of air pollution.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	+	+	++	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as it does not reference practices, equipment, and materials, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as it does not reference practices, equipment, and materials, however the policy is focused on a Workplace Parking Levy.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	+	+	++	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	Reduction in air pollution.	Higher parking costs can encourage people to switch to public transportation, cycling, or walking, further reducing vehicle emissions	The policy has positive effects as it references tackling congestion and supporting a mode shift, which will support the minimisation of air pollution.	None identified.	No mitigation identified in 2025.	The policy now references greater uptake of sustainable transport options and changed reference to exploring equitable options into developig.	o	o	o	Although the policy has been amended by referencing the greater uptake of sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

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Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	o	o	o	I	T	Local	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to improving air quality, however the policy is focused on developing a city centre movement strategy.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	It is considered that the policy could be further enhanced by explicitly referencing areas with low air quality.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to improving air quality, however the policy is focused on developing a city centre movement strategy.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	+	+	+	The policy has been amended to refer to supporting the wider Mass Transit delivery, which enables reduced traffic levels and public transport use. Therefore, the scoring has increased to positive.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	o	o	o	I	T	Local	Green spaces, green infrastructure, blue infrastructure, habitats	N/A	N/A	The policy has neutral effects as there is no reference to habitats, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species, nature, wildlife	N/A	N/A	The policy has neutral effects as there is no reference to wildlife-friendly approaches, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	o	o	o	I	P	Regional	Carbon sinks	N/A	N/A	The policy has neutral effects as there is no reference to carbon sinks, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	o	o	o	I	P	Local	Local communities, green infrastructure, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?"	o	o	o	I	T	Regional	Local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to Local Nature Recovery Strategies, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	-	-	-	D	T	Regional	Transport network, road network, road users, air quality	Development of a movement strategy could guide developments within the area and promote a shift in movement patterns in the long-term.	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has negative effects as there is no reference to sustainable forms of transport, whereas the policy aims to develop a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	-	-	-	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.

3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	-	-	-	D	T	Regional	Transport network, road network, road users, air quality	Development of a movement strategy could guide developments within the area and promote a shift in movement patterns in the long-term.	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has negative effects as there is no reference to reducing private car use, whereas the policy aims to develop a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	-	-	-	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	-	-	-	D	T	Regional	Transport network, road network, road users, air quality	Development of a movement strategy could guide developments within the area and promote a shift in movement patterns in the long-term.	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has negative effects as there is no reference to encouraging carbon efficiency in movement, whereas the policy aims to develop a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	-	-	-	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to innovative technologies, however the policy is focused on developing a city centre movement strategy.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	-	-	-	D	P	Regional	Transport network, road network, road users, air quality	Development of a movement strategy could guide developments within the area and promote a shift in movement patterns in the long-term.	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has negative effects as there is no reference to promoting a wider choice of passenger travel, whereas the policy aims to develop a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	-	-	-	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to climate change, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to low carbon energy generation, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to rural communities, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	It is considered that the policy could be further enhanced by explicitly referencing needs of rural communities in relation to Corridors of Opportunity.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to construction, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to new transport infrastructure, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to net zero, however the policy is focused on developing a city centre movement strategy.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	o	o	o	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to flood risk adaptation, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	o	o	o	I	T	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to flood risk adaptation, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to flood risk adaptation, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	o	o	o	I	P	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to new infrastructure, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to waste management and recycling, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to waste management and recycling, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	-	-	-	D	P	Regional	Transport network, road network, road users, utility network, construction industry	Development of a movement strategy could guide developments within the area and promote a shift in movement patterns in the long-term.	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has negative effects as there is no reference to promoting sustainable transport, whereas the policy aims to develop a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	-	-	-	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	o	o	o	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to suppliers, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to flood risk adaptation, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to surfacing, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to nature-based solutions, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	o	o	o	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to blue infrastructure, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to drainage, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to land use planning, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	It is considered that the policy could be further enhanced by explicitly referencing benefits of focusing on the Corridors of Opportunity wherever aligns with the assessment objective.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	o	o	o	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soils, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	It is considered that the policy could be further enhanced by explicitly referencing benefits of focusing on the Corridors of Opportunity wherever aligns with the assessment objective.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soils, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to mineral safeguarding areas, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	It is considered that the policy could be further enhanced by explicitly referencing benefits of focusing on the Corridors of Opportunity wherever aligns with the assessment objective.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soils, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscapes, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscapes, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	o	o	o	I	T	Regional	Built environment, protected landscapes, blue and green infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to landscapes or townscape, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	-	-	-	D	T	Regional	Built environment, protected landscapes, public rights of way	Development of a movement strategy could guide developments within the area and promote a shift in movement patterns in the long-term.	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has negative effects as there is no reference to protecting public rights of ways, whereas the policy aims to develop a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	-	-	-	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to buildings or townscape, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	-	-	-	D	T	Regional	Built environment, protected landscapes	Development of a movement strategy could guide developments within the area and promote a shift in movement patterns in the long-term.	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has negative effects as there is no reference to removing unnecessary clutter, whereas the policy aims to develop a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	-	-	-	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	-	-	-	D	T	Regional	Transport network, road network, road users, air quality	Development of a movement strategy could guide developments within the area and promote a shift in movement patterns in the long-term.	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has negative effects as there is no reference to disincentives for private car use, whereas the policy aims to develop a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	-	-	-	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	-	-	-	D	P	Regional	Transport network, road network, road users, air quality	Development of a movement strategy could guide developments within the area and promote a shift in movement patterns in the long-term.	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has negative effects as there is no reference to improving accessibility, whereas the policy aims to develop a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	-	-	-	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure, however the policy is focused on developing a city centre movement strategy.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on developing a city centre movement strategy.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	-	-	-	D	P	Regional	Transport network, road network, road users, air quality	Development of a movement strategy could guide developments within the area and promote a shift in movement patterns in the long-term.	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has negative effects as there is no reference to promoting sustainable transport, whereas the policy aims to develop a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	-	-	-	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure, however the policy is focused on developing a city centre movement strategy.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to land use planning, however the policy is focused on developing a city centre movement strategy.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	-	-	-	D	P	Local	Lower socio-economic groups and deprived areas	Development of a movement strategy could guide developments within the area and promote a shift in movement patterns in the long-term.	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has negative effects as there is no reference to improving accessibility, whereas the policy aims to develop a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	-	-	-	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	It is considered that the policy could be further enhanced by explicitly referencing benefits of focusing on the Corridors of Opportunity wherever aligns with the assessment objective.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	-	-	-	D	P	Regional	Lower socio-economic groups and deprived areas	Development of a movement strategy could guide developments within the area and promote a shift in movement patterns in the long-term.	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has negative effects as there is no reference to improving accessibility, whereas the policy aims to develop a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	-	-	-	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	-	-	-	D	P	Regional	Lower socio-economic groups and deprived areas	Development of a movement strategy could guide developments within the area and promote a shift in movement patterns in the long-term.	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has negative effects as there is no reference to reducing journey times, whereas the policy aims to develop a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	-	-	-	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to decarbonisation of transport, however the policy is focused on developing a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	-	-	-	D	P	Regional	Lower socio-economic groups and deprived areas	Development of a movement strategy could guide developments within the area and promote a shift in movement patterns in the long-term.	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has negative effects as there is no reference to establishing an effective and resilient transport network, whereas the policy aims to develop a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	-	-	-	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	-	-	-	D	P	Regional	Lower socio-economic groups and deprived areas	Development of a movement strategy could guide developments within the area and promote a shift in movement patterns in the long-term.	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has negative effects as there is no reference to improving accessibility, whereas the policy aims to develop a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	-	-	-	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on developing a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on developing a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.

12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to connectivity, however the policy is focused on developing a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	It is considered that the policy could be further enhanced by explicitly referencing benefits of focusing on the Corridors of Opportunity wherever aligns with the assessment objective.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to open space, recreational activities, and employment locations, however the policy is focused on developing a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	It is considered that the policy could be further enhanced by explicitly referencing benefits of focusing on the Corridors of Opportunity wherever aligns with the assessment objective.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to severance issues, however the policy is focused on developing a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, low income and unemployed people, different sex and sexual orientation groups?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality, however the policy is focused on developing a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	-	-	-	D	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Development of a movement strategy could guide developments within the area and promote a shift in movement patterns in the long-term.	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has negative effects as there is no reference to improving accessibility and inclusive designs, whereas the policy aims to develop a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	-	-	-	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	-	-	-	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Development of a movement strategy could guide developments within the area and promote a shift in movement patterns in the long-term.	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has negative effects as there is no reference to improving accessibility by affordable transport options, whereas the policy aims to develop a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	-	-	-	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	o	o	o	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to connectivity, however the policy is focused on developing a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	It is considered that the policy could be further enhanced by explicitly referencing benefits of focusing on the Corridors of Opportunity wherever aligns with the assessment objective.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	o	o	o	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to deprived areas, however the policy is focused on developing a movement strategy and support the delivery of Mass Transit.	None identified.	No mitigation identified in 2025.	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	It is considered that the policy could be further enhanced by explicitly referencing benefits of focusing on the Corridors of Opportunity wherever aligns with the assessment objective.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to access to information, however the policy is focused on developing a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	o	o	o	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to improving public realm and natural surveillance, however the policy is focused on developing a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.

14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	o	o	o	I	P	Regional	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on developing a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	-	-	-	D	P	Local	Transport network, road network, road users, local communities	Development of a movement strategy could guide developments within the area and promote a shift in movement patterns in the long-term.	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has negative effects as there is no reference to the risks of vehicles, whereas the policy aims to develop a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	-	-	-	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	-	-	-	D	P	Local	Transport network, road network, road users, local communities	Development of a movement strategy could guide developments within the area and promote a shift in movement patterns in the long-term.	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has negative effects as there is no reference to traffic calming measures, whereas the policy aims to develop a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	-	-	-	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	-	-	-	D	P	Local	Transport network, road network, road users, local communities	Development of a movement strategy could guide developments within the area and promote a shift in movement patterns in the long-term.	May be synergistic effects when combined with other schemes that promote sustainable travel.	The policy has negative effects as there is no reference to enhancing road safety and reducing accidents, whereas the policy aims to develop a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	-	-	-	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	o	o	o	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to transport impacts, however the policy is focused on developing a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to health, however the policy is focused on developing a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to health, however the policy is focused on developing a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	o	o	o	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to transport impacts, however the policy is focused on developing a movement strategy and support the delivery of Mass Transit.	The policy could make more explicit reference to the proposed content of the Leeds city centre movement strategy wherever aligns with the assessment objective.	N	The policy now references a focus on the Corridors of Opportunity and support of the delivery of Mass Transit across West Yorkshire, on top of Phase 1.	o	o	o	Although the policy has been amended by referencing Corridors of Opportunity and support of the wider Mass Transit delivery, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could make more explicit reference to the proposed content of the urban centre movement strategies wherever aligns with the assessment objective.

Policy Name	I18												
Ref	Objective	Assesement Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAS) and where this pollution disproportionately affects vulnerable populations?	+	+	++	I	T	Local	Air quality, vulnerable communities	Each new zero-emission bus reduces tailpipe pollutants; replacing hundreds compounds into significant NOx and PM reductions.	Coordinated services reduce traffic; less congestion makes buses faster, reinforcing mode shift away from cars.	The policy has positive effects as bus franchising will help to minimise air pollution from transport.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	+	+	++	I	T	Regional	Air quality, vulnerable communities	Each new zero-emission bus reduces tailpipe pollutants; replacing hundreds compounds into significant NOx and PM reductions.	Coordinated services reduce traffic; less congestion makes buses faster, reinforcing mode shift away from cars.	The policy has positive effects as bus franchising will help to minimise air pollution from transport.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	O	O	O	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as it does not reference blue and green infrastructure, however, the policy is focused on bus franchising.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	O	O	O	D	T	Local	Green spaces, green infrastructure, blue infrastructure, habitats	N/A	N/A	The policy has neutral effects as it does not reference blue and green infrastructure, however, the policy is focused on bus franchising.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	O	O	O	D	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as it does not reference blue and green infrastructure, however, the policy is focused on bus franchising.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	O	O	O	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as it does not reference blue and green infrastructure, however, the policy is focused on bus franchising.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	O	O	O	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species, nature, wildlife	N/A	N/A	The policy has neutral effects as it does not reference blue and green infrastructure, however, the policy is focused on bus franchising.	None identified.

2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	O	O	O	I	P	Regional	Carbon sinks	N/A	N/A	The policy has neutral effects as it does not reference blue and green infrastructure, however, the policy is focused on bus franchising.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	+	+	+	D	P	Local	Local communities, green infrastructure, blue infrastructure	Franchising allows transport authorities to align bus routes with green corridors, ensuring access to parks and green spaces, which cumulatively boosts public health.	Bus routes designed to connect people to parks increase use of green spaces, which in turn builds public support for sustainable transport and environmental investment.	The policy has positive effects as an improved bus system will increase accessibility to different spaces and facilities.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?’	O	O	O	I	P	Regional	Local nature recovery groups	N/A	N/A	The policy has neutral effects as it does not reference blue and green infrastructure, however, the policy is focused on bus franchising.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	+	+	++	D	T	Regional	Transport network, road network, road users, air quality	Integrated fares and timetables increase bus use. More passengers per bus means fewer car trips, cumulatively lowering transport sector emissions.	Reduced car traffic frees space for cycling, walking, and green infrastructure, which further supports low-carbon mobility.	The policy has positive effects as bus franchising will improve availability and accessibility.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	+	+	++	D	T	Regional	Transport network, road network, road users, air quality	Integrated fares and timetables increase bus use. More passengers per bus means fewer car trips, cumulatively lowering transport sector emissions.	Reduced car traffic frees space for cycling, walking, and green infrastructure, which further supports low-carbon mobility.	The policy has positive effects as bus franchising will improve availability and accessibility, encouraging a reduction in private car use.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	+	+	++	D	T	Regional	Transport network, road network, road users, air quality	Integrated fares and timetables increase bus use. More passengers per bus means fewer car trips, cumulatively lowering transport sector emissions.	Reduced car traffic frees space for cycling, walking, and green infrastructure, which further supports low-carbon mobility.	The policy has positive effects as bus franchising will improve availability and accessibility, enabling greater efficiency of movement.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	O	O	O	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as it does not reference low carbon technology, however, the policy is focused on bus franchising.	None identified.

3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	Integrated fares and timetables increase bus use. More passengers per bus means fewer car trips, cumulatively lowering transport sector emissions.	Reduced car traffic frees space for cycling, walking, and green infrastructure, which further supports low-carbon mobility.	The policy has positive effects as bus franchising will improve availability and accessibility, integration of services, and flexibility.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	O	O	O	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as it does not reference climate change, however, the policy is focused on bus franchising.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	O	O	O	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as it does not reference low carbon energy, however, the policy is focused on bus franchising.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	+	+	+	I	P	Regional	Transport network, road network, road users, air quality	Integrated fares and timetables increase bus use. More passengers per bus means fewer car trips, cumulatively lowering transport sector emissions.	Reduced car traffic frees space for cycling, walking, and green infrastructure, which further supports low-carbon mobility.	The policy has positive effects as rural communities are likely to travel by car due to lack of sustainable transport infrastructure, and so promoting this in rural areas will support more sustainable movement.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	O	O	O	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as it does not reference low carbon construction however, the policy is focused on bus franchising.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	O	O	O	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as it does not reference embedded emissions, however, the policy is focused on bus franchising.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	++	I	P	Regional	Transport network, road network, road users, air quality	Public control enables authorities to embed climate targets into contracts, ensuring emissions reductions accumulate year after year	Reduced car traffic frees space for cycling, walking, and green infrastructure, which further supports low-carbon mobility.	The policy has positive effects as bus franchising will will contribute to achieving Net Zero by reducing emissions from private vehicles.	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	O	O	O	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as it does not reference climate change, however, the policy is focused on bus franchising.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	O	O	O	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as it does not reference climate change, however, the policy is focused on bus franchising.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	O	O	O	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as it does not reference climate change, however, the policy is focused on bus franchising.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	O	O	O	I	T	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as it does not reference climate change, however, the policy is focused on bus franchising.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	O	O	O	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as it does not reference climate change, however, the policy is focused on bus franchising.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	O	O	O	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as it does not reference climate change, however, the policy is focused on bus franchising.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	O	O	O	I	P	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as it does not reference natural resources, however, the policy is focused on bus franchising.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	O	O	O	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as it does not reference natural resources, however, the policy is focused on bus franchising.	None identified.

5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	O	O	O	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as it does not reference natural resources, however, the policy is focused on bus franchising.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	+	+	++	D	P	Regional	Transport network, road network, road users, utility network, construction industry	Shifting commuters and freight to rail reduces road traffic, lowering cumulative fuel consumption and emissions from idling and congestion.	Smart scheduling, predictive maintenance, and AI-driven energy management synergise with rail's inherent efficiency, reducing wasted energy and extending asset life.	The policy has neutral effects as bus franchising will promote the use of sustainable transport.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	O	O	O	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as it does not reference natural resources, however, the policy is focused on bus franchising.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	O	O	O	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as it does not reference the water environment, however, the policy is focused on bus franchising.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	O	O	O	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as it does not reference the water environment, however, the policy is focused on bus franchising.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	O	O	O	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as it does not reference the water environment, however, the policy is focused on bus franchising.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	O	O	O	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as it does not reference the water environment, however, the policy is focused on bus franchising.	None identified.

6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	O	O	O	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as it does not reference the water environment, however, the policy is focused on bus franchising.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	O	O	O	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as it does not reference the water environment, however, the policy is focused on bus franchising.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	O	O	O	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as it does not reference the soil resources, however, the policy is focused on bus franchising.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	O	O	O	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as it does not reference the soil resources, however, the policy is focused on bus franchising.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	O	O	O	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as it does not reference the soil resources, however, the policy is focused on bus franchising.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	O	O	O	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as it does not reference the soil resources, however, the policy is focused on bus franchising.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	O	O	O	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as it does not reference the soil resources, however, the policy is focused on bus franchising.	None identified.

8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	+	+	++	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	Coordinated bus networks reduce car dependency, lowering congestion and emissions around heritage sites.	Reliable franchised buses make heritage sites more accessible; increased visitation strengthens the case for further investment in both transport and heritage conservation.	The policy has positive effects as coordinated bus networks reduce car dependency, lowering congestion and emissions around heritage sites, reducing the impact.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	+	+	++	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	Coordinated bus networks reduce car dependency, lowering congestion and emissions around heritage sites.	Reliable franchised buses make heritage sites more accessible; increased visitation strengthens the case for further investment in both transport and heritage conservation.	The policy has positive effects as an improved bus system will increase accessibility to different spaces and facilities.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	+	+	++	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	Coordinated bus networks reduce car dependency, lowering congestion and emissions around important landscapes.	Reliable franchised buses make landscapes more accessible; increased visitation strengthens the case for further investment in both transport and landscape conservation.	The policy has positive effects as coordinated bus networks reduce car dependency, lowering congestion and emissions around heritage sites, reducing the impact.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	+	+	++	I	P	Regional	Built environment, protected landscapes	Coordinated bus networks reduce car dependency, lowering congestion and emissions around important landscapes.	Reliable franchised buses make landscapes more accessible; increased visitation strengthens the case for further investment in both transport and landscape conservation.	The policy has positive effects as coordinated bus networks reduce car dependency, lowering congestion and emissions around important landscapes, reducing the impact.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	+	+	++	I	P	Regional	Built environment, protected landscapes	Coordinated bus networks reduce car dependency, lowering congestion and emissions around important landscapes.	Reliable franchised buses make landscapes more accessible; increased visitation strengthens the case for further investment in both transport and landscape conservation.	The policy has positive effects as coordinated bus networks reduce car dependency, lowering congestion and emissions around important landscapes, reducing the impact.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	+	+	++	I	T	Regional	Built environment, protected landscapes, blue and green infrastructure	Coordinated bus networks reduce car dependency, lowering congestion and emissions around important landscapes.	Reliable franchised buses make landscapes more accessible; increased visitation strengthens the case for further investment in both transport and landscape conservation.	The policy has positive effects as coordinated bus networks reduce car dependency, lowering congestion and emissions around important landscapes, reducing the impact.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	+	+	++	D	T	Regional	Built environment, protected landscapes, public rights of way	Coordinated bus networks reduce car dependency, lowering congestion and emissions around important landscapes.	Reliable franchised buses make landscapes more accessible; increased visitation strengthens the case for further investment in both transport and landscape conservation.	The policy has positive effects as coordinated bus networks reduce car dependency, lowering congestion and emissions around important landscapes, reducing the impact.	None identified.

9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	+	+	++	I	P	Regional	Built environment, protected landscapes	Coordinated bus networks reduce car dependency, lowering congestion and emissions around important landscapes.	Reliable franchised buses make landscapes more accessible; increased visitation strengthens the case for further investment in both transport and landscape conservation.	The policy has positive effects as coordinated bus networks reduce car dependency, lowering congestion and emissions around important landscapes, reducing the impact.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	O	O	O	D	T	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as it does not reference landscape and townscape, however, the policy is focused on bus franchising.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	O	O	O	D	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as it does not reference disincentivising car use however, the policy is focused on bus franchising.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	Franchising contracts can mandate zero-emission buses, accelerating the transition to electric fleets.	Cleaner fleets, better ridership, and congestion management each reduce emissions; together they deliver substantial climate benefits.	The policy has positive effects as an improved bus system will increase accessibility to different spaces and facilities.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	O	O	O	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as it does not reference active travel, however, the policy is focused on bus franchising.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	O	O	O	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as it does not reference active travel, however, the policy is focused on bus franchising.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	Franchising contracts can mandate zero-emission buses, accelerating the transition to electric fleets.	Cleaner fleets, better ridership, and congestion management each reduce emissions; together they deliver substantial climate benefits.	The policy has positive effects as bus franchising will improve availability and accessibility, integration of services, and flexibility.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	O	O	O	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as it does not reference low emission vehicles, however, the policy is focused on bus franchising.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	+	+	++	I	P	Regional	Transport network, road network, road users, air quality	Franchising contracts can mandate zero-emission buses, accelerating the transition to electric fleets.	Cleaner fleets, better ridership, and congestion management each reduce emissions; together they deliver substantial climate benefits.	The policy has positive effects as an improved bus system will increase accessibility to different spaces and facilities.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	+	+	++	D	P	Local	Lower socio-economic groups and deprived areas	Better connectivity reduces commuting times, expanding the effective labour pool for employers.	More reliable buses bring more people into city centres; thriving businesses justify further investment in transport.	The policy has positive effects as an improved bus system will increase accessibility to different spaces and facilities.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	+	+	++	D	P	Regional	Lower socio-economic groups and deprived areas	Better connectivity reduces commuting times, expanding the effective labour pool for employers.	More reliable buses bring more people into city centres; thriving businesses justify further investment in transport.	The policy has positive effects as an improved bus system will increase accessibility to different spaces and facilities.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	+	+	++	D	P	Regional	Lower socio-economic groups and deprived areas	Better connectivity reduces commuting times, expanding the effective labour pool for employers.	More reliable buses bring more people into city centres; thriving businesses justify further investment in transport.	The policy has positive effects as bus franchising will improve availability and accessibility, integration of services, and flexibility.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	O	O	O	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as it does not reference economic prosperity, however, the policy is focused on bus franchising.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	O	O	O	D	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as it does not reference economic prosperity, however, the policy is focused on bus franchising.	None identified.

11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	+	+	++	D	P	Regional	Lower socio-economic groups and deprived areas	Better connectivity reduces commuting times, expanding the effective labour pool for employers.	More reliable buses bring more people into city centres; thriving businesses justify further investment in transport.	The policy has positive effects as an improved bus system will increase accessibility to different spaces and facilities.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	+	+	++	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Franchising allows transport authorities to align bus routes with green corridors, ensuring access to parks and green spaces, which cumulatively boosts public health.	Bus routes designed to connect people to parks increase use of green spaces, which in turn builds public support for sustainable transport and environmental investment.	The policy has positive effects as an improved bus system will increase accessibility to different spaces and facilities, including active travel facilities and green infrastructure.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	+	+	++	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Franchising allows transport authorities to align bus routes with green corridors, ensuring access to parks and green spaces, which cumulatively boosts public health.	Bus routes designed to connect people to parks increase use of green spaces, which in turn builds public support for sustainable transport and environmental investment.	The policy has positive effects as an improved bus system will increase accessibility to different spaces and facilities, including active travel facilities and green infrastructure.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	+	+	++	I	P	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Franchising allows transport authorities to align bus routes with green corridors, ensuring access to parks and green spaces, which cumulatively boosts public health.	Bus routes designed to connect people to parks increase use of green spaces, which in turn builds public support for sustainable transport and environmental investment.	The policy has positive effects as an improved bus system will increase accessibility to different spaces and facilities.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	+	+	++	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Franchising allows transport authorities to align bus routes with green corridors, ensuring access to parks and green spaces, which cumulatively boosts public health.	Bus routes designed to connect people to parks increase use of green spaces, which in turn builds public support for sustainable transport and environmental investment.	The policy has positive effects as an improved bus system will increase accessibility to different spaces and facilities.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	O	O	O	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as it does not reference health and wellbeing however, the policy is focused on bus franchising.	None identified.

13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	O	O	O	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as it does not reference equality of opportunity, however, the policy is focused on bus franchising.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	+	+	++	D	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Integrated ticketing and fare caps reduce travel costs, cumulatively widening access for low-income groups.	Better bus access increases participation in education and employment; greater participation strengthens the case for further investment in transport equity.	The policy has positive effects as bus franchising will improve availability and accessibility.	The policy could be enhanced by specifically referencing inclusivity and the benefits of bus franchising for all citizens.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	+	+	++	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Integrated ticketing and fare caps reduce travel costs, cumulatively widening access for low-income groups.	Better bus access increases participation in education and employment; greater participation strengthens the case for further investment in transport equity.	The policy has positive effects as an improved bus system will increase accessibility to different spaces and facilities.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	+	+	++	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Integrated ticketing and fare caps reduce travel costs, cumulatively widening access for low-income groups.	Better bus access increases participation in education and employment; greater participation strengthens the case for further investment in transport equity.	The policy has positive effects as an improved bus system will increase accessibility to different spaces and communities.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	+	+	++	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Integrated ticketing and fare caps reduce travel costs, cumulatively widening access for low-income groups.	Better bus access increases participation in education and employment; greater participation strengthens the case for further investment in transport equity.	The policy has positive effects as an improved bus system will increase accessibility to different spaces and facilities.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	+	+	++	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Integrated ticketing and fare caps reduce travel costs, cumulatively widening access for low-income groups.	Better bus access increases participation in education and employment; greater participation strengthens the case for further investment in transport equity.	The policy has positive effects as bus franchising will improve availability and accessibility, integration of services, and flexibility.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	O	O	O	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as it does not reference safety, however, the policy is focused on bus franchising.	None identified.

14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	+	+	++	I	P	Regional	Transport network, road network, road users, local communities	Franchising enables faster adoption of zero-emission and modern buses, which come with advanced safety features (collision avoidance, CCTV, better lighting).	Reliable, safe buses attract more passengers; higher ridership increases “eyes on the street,” reinforcing perceptions of safety.	The policy has positive effects as bus franchising will improve availability and accessibility, which in turn, can help with feelings of safety.	The policy could be enhanced by specifically referencing safety and the benefits of bus franchising in terms of safety.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	+	+	++	D	P	Local	Transport network, road network, road users, local communities	Coordinated routes reduce congestion and bus bunching, lowering accident risk.	Safer bus corridors reduce car traffic; fewer cars make streets safer for walking and cycling, reinforcing sustainable mobility.	The policy has positive effects as bus franchising will reduce the number of cars on the road and therefore limit risk.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	O	O	O	D	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as it does not reference safety, however, the policy is focused on bus franchising.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	O	O	O	D	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as it does not reference safety, however, the policy is focused on bus franchising.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	O	O	O	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as it does not reference construction and operation, however, the policy is focused on bus franchising.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	O	O	O	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as it does not reference construction and operation, however, the policy is focused on bus franchising.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	O	O	O	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as it does not reference construction and operation, however, the policy is focused on bus franchising.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	O	O	O	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as it does not reference construction and operation, however, the policy is focused on bus franchising.	None identified.

Policy Name	I19												
Ref	Objective	Assesement Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAS) and where this pollution disproportionately affects vulnerable populations?	+	+	++	I	T	Local	Air quality, vulnerable communities	Electrification and modernisation of rail align with air quality goals by reducing diesel train emissions.	Coordinated strategies ensure that investments in rail infrastructure deliver maximum air quality improvements.	The policy has positive effects as prioritising rail will help to minimise air pollution from transport.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	+	+	++	I	T	Regional	Air quality, vulnerable communities	Electrification and modernisation of rail align with air quality goals by reducing diesel train emissions.	Coordinated strategies ensure that investments in rail infrastructure deliver maximum air quality improvements.	The policy has positive effects as prioritising rail will help to minimise air pollution from transport.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	O	O	O	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as it does not reference opportunities for blue and green infrastructure, however, the policy is focused on strategic rail.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	-	-	-	D	T	Local	Green spaces, green infrastructure, blue infrastructure, habitats	Rail expansion, electrification, and station upgrades can disrupt habitats and species.	Aligning the Rail Strategy with biodiversity policies ensures infrastructure projects include ecological safeguards.	The policy has negative effects as new rail infrastructure may impact on species and habitats.	The policy could be improved by providing reference to mitigation associated with new rail infrastructure.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	-	-	-	D	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	Rail expansion, electrification, and station upgrades can disrupt habitats and species.	Aligning the Rail Strategy with biodiversity policies ensures infrastructure projects include ecological safeguards.	The policy has negative effects as new rail infrastructure may result in the severance of habitats.	The policy could be improved by providing reference to mitigation associated with new rail infrastructure.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	O	O	O	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as it does not reference opportunities for blue and green infrastructure, however, the policy is focused on strategic rail.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	O	O	O	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species, nature, wildlife	N/A	N/A	The policy has neutral effects as it does not reference good design, however, the policy is focused on strategic rail.	None identified.

2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	O	O	O	I	P	Regional	Carbon sinks	N/A	N/A	The policy has neutral effects as there is no reference to carbon sinks, however the policy is focused on strategic rail.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	+	+	+	D	P	Local	Local communities, green infrastructure, blue infrastructure	Rail expansion, electrification, and station upgrades can disrupt habitats and species.	Aligning the Rail Strategy with biodiversity policies ensures infrastructure projects include ecological safeguards.	The policy has positive effects as an improved railway system will increase accessibility to different spaces and facilities.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?’	O	O	O	I	P	Regional	Local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to LNRS, however the policy is focused on strategic rail.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Moving passengers and freight from cars and trucks to trains reduces cumulative CO ₂ emissions from road transport.	Electrified rail powered by renewable energy multiplies emission reductions.	The policy has positive effects as it makes reference to the Railways Reform Bill which aims to simplify the railway system and reduce costs, promoting greater use.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	+	+	++	D	T	Regional	Transport network, road network, road users, air quality	Moving passengers and freight from cars and trucks to trains reduces cumulative CO ₂ emissions from road transport.	Electrified rail powered by renewable energy multiplies emission reductions.	The policy has positive effects as it makes reference to the Railways Reform Bill which aims to simplify the railway system and reduce costs, promoting greater use.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	+	+	++	D	T	Regional	Transport network, road network, road users, air quality	Moving passengers and freight from cars and trucks to trains reduces cumulative CO ₂ emissions from road transport.	Electrified rail powered by renewable energy multiplies emission reductions.	The policy has positive effects as it makes reference to the Railways Reform Bill which aims to simplify the railway system which will improve efficiency.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	O	O	O	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as it does not reference low carbon technology, however, the policy is focused on strategic rail.	None identified.

3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Moving passengers and freight from cars and trucks to trains reduces cumulative CO ₂ emissions from road transport.	Electrified rail powered by renewable energy multiplies emission reductions.	The policy has positive effects as it makes reference to the Railways Reform Bill which aims to simplify the railway system and invest in new services.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	O	O	O	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as it does not reference climate change, however, the policy is focused on strategic rail.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	O	O	O	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as it does not reference energy gengeration, however, the policy is focused on strategic rail.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	+	+	+	I	P	Regional	Transport network, road network, road users, air quality	Moving passengers and freight from cars and trucks to trains reduces cumulative CO ₂ emissions from road transport.	Electrified rail powered by renewable energy multiplies emission reductions.	The policy has positive effects as rural communities are likely to travel by car due to lack of sustainable transport infrastructure, and so promoting this in rural areas will support more sustainable movement.	The policy could be enhanced by specifically referencing target areas for investment, such as rural areas.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	+	+	+	I	T	Regional	Transport network, road network, road users, air quality	Moving passengers and freight from cars and trucks to trains reduces cumulative CO ₂ emissions from road transport.	Electrified rail powered by renewable energy multiplies emission reductions.	The policy has positive effects as the provision of new rail infrastructure and services will enable opportunities for low carbon construction.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	+	+	+	I	P	Regional	Transport network, road network, road users, air quality	Moving passengers and freight from cars and trucks to trains reduces cumulative CO ₂ emissions from road transport.	Electrified rail powered by renewable energy multiplies emission reductions.	The policy has positive effects as the provision of new rail infrastructure and services will enable opportunities to minimise emissions .	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	++	I	P	Regional	Transport network, road network, road users, air quality	Moving passengers and freight from cars and trucks to trains reduces cumulative CO ₂ emissions from road transport.	Electrified rail powered by renewable energy multiplies emission reductions.	The policy has positive effects as the provision of new rail infrastructure will contribute to achieving Net Zero.	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	O	O	O	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as it does not reference climate change, however, the policy is focused on strategic rail.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	O	O	O	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as it does not reference opportunities for blue and green infrastructure, however, the policy is focused on strategic rail.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	-	-	-	I	P	Regional	Transport network, road network, road users, vulnerable communities	Repeated flood events accumulate into significant reliability issues, economic costs, and passenger dissatisfaction.	Coordinating transport planning with climate adaptation strategies ensures rail investments also reduce floodplain vulnerability.	The policy has negative effects as new rail infrastructure may impact on floodplains, and repeated flood events result in reliability issues.	The policy could be improved by providing reference to mitigation associated with new rail infrastructure.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	-	-	-	I	T	Regional	Transport network, road network, road users, vulnerable communities	Repeated flood events accumulate into significant reliability issues, economic costs, and passenger dissatisfaction.	Coordinating transport planning with climate adaptation strategies ensures rail investments also reduce floodplain vulnerability.	The policy has negative effects as new rail infrastructure may impact on floodplains, and repeated flood events result in reliability issues.	The policy could be improved by providing reference to mitigation associated with new rail infrastructure.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	O	O	O	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as it does not reference opportunities for blue and green infrastructure, however, the policy is focused on strategic rail.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	-	-	-	I	P	Regional	Transport network, road network, road users, vulnerable communities	Repeated flood events accumulate into significant reliability issues, economic costs, and passenger dissatisfaction.	Coordinating transport planning with climate adaptation strategies ensures rail investments also reduce floodplain vulnerability.	The policy has negative effects as new rail infrastructure may impact on floodplains, and repeated flood events result in reliability issues.	The policy could be improved by providing reference to mitigation associated with new rail infrastructure.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	-	-	-	I	P	Regional	Utility network, construction industry	Shifting commuters and freight to rail reduces road traffic, lowering cumulative fuel consumption and emissions from idling and congestion.	Smart scheduling, predictive maintenance, and AI-driven energy management synergise with rail's inherent efficiency, reducing wasted energy and extending asset life.	The policy has negative effects as it does not reference energy efficiency in new rail infrastructure.	The policy could be improved by providing reference to ensuring energy efficiency in new rail infrastructure.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	O	O	O	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as it does not reference waste, however, the policy is focused on strategic rail.	None identified.

5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	O	O	O	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as it does not reference waste, however, the policy is focused on strategic rail.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	+	+	++	D	P	Regional	Transport network, road network, road users, utility network, construction industry	Shifting commuters and freight to rail reduces road traffic, lowering cumulative fuel consumption and emissions from idling and congestion.	Smart scheduling, predictive maintenance, and AI-driven energy management synergise with rail's inherent efficiency, reducing wasted energy and extending asset life.	The policy has positive effects as it makes reference to the Railways Reform Bill which aims to simplify the railway system and reduce costs, promoting greater use.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	O	O	O	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as it does not reference waste, however, the policy is focused on strategic rail.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	O	O	O	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as it does not reference the water environment, however, the policy is focused on strategic rail.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	O	O	O	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as it does not reference the water environment, however, the policy is focused on strategic rail.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	O	O	O	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as it does not reference the water environment, however, the policy is focused on strategic rail.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	O	O	O	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as it does not reference the water environment, however, the policy is focused on strategic rail.	None identified.

6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	O	O	O	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as it does not reference the water environment, however, the policy is focused on strategic rail.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	O	O	O	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as it does not reference the water environment, however, the policy is focused on strategic rail.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	O	O	O	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as it does not reference soil resources, however, the policy is focused on strategic rail.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	O	O	O	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as it does not reference soil resources, however, the policy is focused on strategic rail.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	O	O	O	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as it does not reference soil resources, however, the policy is focused on strategic rail.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	O	O	O	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as it does not reference soil resources, however, the policy is focused on strategic rail.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	O	O	O	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as it does not reference soil resources, however, the policy is focused on strategic rail.	None identified.

8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	-	-	-	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	Repeated rail expansions can cumulatively erode heritage landscapes if not managed sensitively.	Rail services amplify heritage tourism by making sites more accessible, which in turn funds conservation.	The policy has negative effects as new rail infrastructure may impact on heritage assets.	The policy could be improved by providing reference to mitigation associated with new rail infrastructure.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	+	+	++	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	Repeated rail expansions can cumulatively erode heritage landscapes if not managed sensitively.	Rail services amplify heritage tourism by making sites more accessible, which in turn funds conservation.	The policy has positive effects as an improved railway system will increase accessibility to different spaces and facilities.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	-	-	-	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	Repeated rail expansions can cumulatively erode heritage landscapes if not managed sensitively.	Rail services amplify heritage tourism by making sites more accessible, which in turn funds conservation.	The policy has negative effects as new rail infrastructure may impact heritage assets.	The policy could be improved by providing reference to mitigation associated with new rail infrastructure.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	-	-	-	I	P	Regional	Built environment, protected landscapes	Repeated rail expansions can cumulatively alter rural character, but also reduce long-term road encroachment.	Decarbonised rail synergises with landscape and townscape preservation by reducing environmental stressors.	The policy has negative effects as new rail infrastructure may impact landscapes.	The policy could be improved by providing reference to mitigation associated with new rail infrastructure.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	-	-	-	I	P	Regional	Built environment, protected landscapes	Repeated rail expansions can cumulatively alter rural character, but also reduce long-term road encroachment.	Decarbonised rail synergises with landscape and townscape preservation by reducing environmental stressors.	The policy has negative effects as new rail infrastructure may impact landscapes.	The policy could be improved by providing reference to mitigation associated with new rail infrastructure.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	-	-	-	I	T	Regional	Built environment, protected landscapes, blue and green infrastructure	Repeated rail expansions can cumulatively alter rural character, but also reduce long-term road encroachment.	Decarbonised rail synergises with landscape and townscape preservation by reducing environmental stressors.	The policy has negative effects as new rail infrastructure may impact landscapes.	The policy could be improved by providing reference to mitigation associated with new rail infrastructure.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	-	-	-	D	T	Regional	Built environment, protected landscapes, public rights of way	Repeated rail expansions can cumulatively alter rural character, but also reduce long-term road encroachment.	Decarbonised rail synergises with landscape and townscape preservation by reducing environmental stressors.	The policy has negative effects as new rail infrastructure may impact landscapes and result in severance.	The policy could be improved by providing reference to mitigation associated with new rail infrastructure.

9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	-	-	-	I	P	Regional	Built environment, protected landscapes	Repeated rail expansions can cumulatively alter rural character, but also reduce long-term road encroachment.	Decarbonised rail synergises with landscape and townscape preservation by reducing environmental stressors.	The policy has negative effects as new rail infrastructure may impact landscapes.	The policy could be improved by providing reference to mitigation associated with new rail infrastructure.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	O	O	O	D	T	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as it does not reference streetscapes, however, the policy is focused on strategic rail.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	O	O	O	D	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as it does not reference disincentivising private car use, however, the policy is focused on strategic rail.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	Rail consistently lowers transport sector emissions, helping meet net-zero targets.	Integrated ticketing and timetables create seamless journeys, reinforcing modal shift.	The policy has positive effects as an improved railway system will increase accessibility to different spaces and facilities.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	O	O	O	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as it does not reference active travel, however, the policy is focused on strategic rail.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	O	O	O	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as it does not reference active travel, however, the policy is focused on strategic rail.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	Rail consistently lowers transport sector emissions, helping meet net-zero targets.	Integrated ticketing and timetables create seamless journeys, reinforcing modal shift.	The policy has positive effects as it makes reference to the Railways Reform Bill which aims to simplify the railway system and reduce costs, promoting greater use.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	O	O	O	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as it does not reference EV charging infrastructure, however, the policy is focused on strategic rail.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	+	+	++	I	P	Regional	Transport network, road network, road users, air quality	Rail consistently lowers transport sector emissions, helping meet net-zero targets.	Integrated ticketing and timetables create seamless journeys, reinforcing modal shift.	The policy has positive effects as an improved railway system will increase accessibility to different spaces and facilities.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	+	+	++	D	P	Local	Lower socio-economic groups and deprived areas	Rail investment cumulatively strengthens local economies by connecting towns and cities.	Seamless multimodal networks synergise to expand reach into areas rail alone cannot serve.	The policy has positive effects as an improved railway system will increase accessibility to different spaces and facilities.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	+	+	++	D	P	Regional	Lower socio-economic groups and deprived areas	Rail investment cumulatively strengthens local economies by connecting towns and cities.	Seamless multimodal networks synergise to expand reach into areas rail alone cannot serve.	The policy has positive effects as an improved railway system will increase accessibility to different spaces and facilities.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	+	+	++	D	P	Regional	Lower socio-economic groups and deprived areas	Rail investment cumulatively strengthens local economies by connecting towns and cities.	Seamless multimodal networks synergise to expand reach into areas rail alone cannot serve.	The policy has positive effects as it references the Railways Reform Bill which aims to simplify the network to improve convenience.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	+	+	++	I	P	Regional	Lower socio-economic groups and deprived areas	Rail investment cumulatively strengthens local economies by connecting towns and cities.	Seamless multimodal networks synergise to expand reach into areas rail alone cannot serve.	The policy has positive effects as it references the Railways Reform Bill which aims to focus on growth and investment.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	+	+	++	D	P	Regional	Lower socio-economic groups and deprived areas	Rail investment cumulatively strengthens local economies by connecting towns and cities.	Seamless multimodal networks synergise to expand reach into areas rail alone cannot serve.	The policy has positive effects as it references the Railways Reform Bill which aims to focus on growth and investment.	None identified.

11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	+	+	++	D	P	Regional	Lower socio-economic groups and deprived areas	Rail investment cumulatively strengthens local economies by connecting towns and cities.	Seamless multimodal networks synergise to expand reach into areas rail alone cannot serve.	The policy has positive effects as an improved railway system will increase accessibility to different spaces and facilities.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	+	+	+	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Sustained rail access supports long-term wellbeing by connecting people to opportunities.	Stations linked with cycling and walking routes amplify health benefits.	The policy has positive effects as an improved railway system will increase accessibility to different spaces and facilities, including active travel facilities and green infrastructure.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	+	+	+	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Sustained rail access supports long-term wellbeing by connecting people to opportunities.	Stations linked with cycling and walking routes amplify health benefits.	The policy has positive effects as an improved railway system will increase accessibility to different spaces and facilities, including active travel facilities and green infrastructure.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	+	+	++	I	P	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Sustained rail access supports long-term wellbeing by connecting people to opportunities.	Stations linked with cycling and walking routes amplify health benefits.	The policy has positive effects as an improved railway system will increase accessibility to different spaces and facilities.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	+	+	++	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Sustained rail access supports long-term wellbeing by connecting people to opportunities.	Stations linked with cycling and walking routes amplify health benefits.	The policy has positive effects as an improved railway system will increase accessibility to different spaces and facilities.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	-	-	-	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Sustained rail access supports long-term wellbeing by connecting people to opportunities.	Stations linked with cycling and walking routes amplify health benefits.	The policy has negative effects as new rail infrastructure may result in severance issues.	The policy could be improved by providing reference to mitigation associated with new rail infrastructure.

13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	O	O	O	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as it does not reference equality of opportunity, however, the policy is focused on strategic rail.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	O	O	O	D	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as it does not reference equality of opportunity, however, the policy is focused on strategic rail.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	+	+	++	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Continuous investment in rail reduces long-term inequalities between urban and rural areas.	Discounted fares amplify equality by making rail accessible to low-income groups.	The policy has positive effects as an Policy I1	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	+	+	++	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Continuous investment in rail reduces long-term inequalities between urban and rural areas.	Discounted fares amplify equality by making rail accessible to low-income groups.	The policy has positive effects as an improved railway system will increase accessibility to different spaces and communities.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	+	+	+	I	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Continuous investment in rail reduces long-term inequalities between urban and rural areas.	Discounted fares amplify equality by making rail accessible to low-income groups.	The policy has positive effects as an improved railway system will increase accessibility to different spaces and facilities.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	+	+	++	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Continuous investment in rail reduces long-term inequalities between urban and rural areas.	Discounted fares amplify equality by making rail accessible to low-income groups.	The policy has positive effects as it references the Railways Reform Bill which aims to simplify the network through a new app, enabling access to information.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	O	O	O	I	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as it does not reference to public realm however, the policy is focused on strategic rail.	None identified.

14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	+	+	++	I	P	Regional	Transport network, road network, road users, local communities	Continuous safety investment (signalling upgrades, barriers, CCTV) reduces incidents over decades.	Awareness films and police collaboration amplify safety compliance at crossings and stations.	The policy has positive effects as it references the Railways Reform Bill which aims to promote a passenger watchdog to advocate for improvements.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	O	O	O	D	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as it does not reference to vehicle safety, however, the policy is focused on strategic rail.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	O	O	O	D	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as it does not reference to vehicle safety, however, the policy is focused on strategic rail.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	O	O	O	D	P	Local	Transport network, road network, road users, local communities	N/A	N/A	The policy has neutral effects as it does not reference to vehicle safety, however, the policy is focused on strategic rail.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	O	O	O	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as it does not reference to construction and operation, however, the policy is focused on strategic rail.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	O	O	O	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as it does not reference to construction and operation, however, the policy is focused on strategic rail.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	O	O	O	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as it does not reference to construction and operation, however, the policy is focused on strategic rail.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	O	O	O	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as it does not reference to construction and operation, however, the policy is focused on strategic rail.	None identified.

Policy Name	RR1																				
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts	
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	O	O	O	I	P	Regional	Air quality, local communities, vulnerable populations	The prioritisation of public transport may improve air quality in the long term.	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.	
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	+	+	+	I	T	Regional	Air quality, local communities, transport network, Road network	The prioritisation of public transport on roads may constrain road spaces for active travel.	N/A	The policy has positive effects as the prioritisation of public transport supports a modal shift away from private car use and would improve air quality.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	+	+	+	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.	
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	-	-	-	I	T	Regional	Air quality, green and blue infrastructure, habitat	N/A	The reallocation of space need to consider synergy and interrelated effects with other types of land use.	The policy has negative effects as there is no reference to considerations of the locations and opportunities for green and blue infrastructure, whereas the policy aims to reallocate space for public transport.	Policy could make more explicit reference to the considerations for green and blue infrastructure opportunities when reallocating road spaces.	N	The policy now refereces the delivery of bus franchising.	-	-	-	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the considerations for green and blue infrastructure opportunities when reallocating road spaces.	
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	o	o	o	I	T	Regional	Air quality, habitats, protected species, biological and geological sites	N/A	The reallocation of space need to consider synergy and interrelated effects with other types of land use.	The policy has neutral effects as ther eis no reference to designated sites, however the policy is focused on reallocating road space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	o	o	o	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.	
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	-	-	-	I	T	Regional	Air quality, green and blue infrastructure, habitats, wildlife corridors and networks	N/A	The reallocation of space need to consider synergy and interrelated effects with other types of land use.	The policy has negative effects as there is no reference to considerations of the locations and opportuniteis for other types of spaces, whereas the policy aims to reallocate space for public transport.	Policy could make more explicit reference to the considerations for the locations and impacts in relation to other types of spaces when reallocating road spaces.	N	The policy now refereces the delivery of bus franchising.	-	-	-	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the considerations for the locations and impacts in relation to other types of spaces when reallocating road spaces.	
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	-	-	-	I	T	Regional	Green and blue infrastrurcture	N/A	The reallocation of space need to consider synergy and interrelated effects with other types of land use.	The policy has negative effects as there is no reference to considerations of the locations and opportuniteis for other types of spaces, whereas the policy aims to reallocate space for public transport.	Policy could make more explicit reference to the considerations for the locations and impacts in relation to other types of spaces when reallocating road spaces.	N	The policy now refereces the delivery of bus franchising.	-	-	-	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the considerations for the locations and impacts in relation to other types of spaces when reallocating road spaces.	
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	O	O	O	I	P	Regional	Transport infrastructure, wildlife, biodiversity	N/A	N/A	The policy has neutral effects as there is no reference to wildlife-friendly approaches, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.	
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	O	O	O	I	P	Regional	Carbon sinks, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to carbon sinks approaches, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.	
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	O	O	O	D	P	Regional	Local communities, green and blue infrastructure	N/A	N/A	The policy has negative effects as there is no reference to accessibility and considerations for locations, whereas the policy aims to reallocate space for public transport.	Policy could make more explicit reference to the considerations for the connectivity between spaces when reallocating road spaces.	N	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the considerations for the connectivity between spaces when reallocating road spaces.	
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?	O	O	O	I	T	Regional	Natural environment, local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to local nature recovery, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.	
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	+	++	++	D	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has positive effects as improving bus reliability and journey time, as well as prioritising public transport could promote modal shift to more sustainable forms of transport.	Policy could include more general reference to the mass transit scheme rather than focusing on Phase 1.	N	The policy now refereces the delivery of bus franchising.	+	++	++	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could include more general reference to the mass transit scheme rather than focusing on Phase 1.	
3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	+	+	+	D	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has positive effects as improving public transport directly encourages reduction in private car use.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	+	+	+	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.	

3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	+	+	++	D	T	Regional	Transport network, air quality, local communities	N/A	N/A	The policy has positive effects as improving bus reliability and journey time, as well as prioritising public transport could promote modal shift to more sustainable forms of transport and improve carbon efficiency.	Policy could include more general reference to the mass transit scheme rather than focusing on Phase 1.	N	The policy now refereces the delivery of bus franchising.	+	+	++	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could include more general reference to the mass transit scheme rather than focusing on Phase 1.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	O	O	O	I	P	Wider	Transport network, air quality, local communities	N/A	N/A	The policy has neutral effects as there is no reference to transport technologies, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	+	++	++	D	P	Regional	Transport network, air quality, local communities	The prioritisation of public transport on roads may constrain road spaces for active travel.	N/A	The policy has positive effects as the policy aims to improve the public transport network as well as bus reliability and journey times, which provide wider choice of low-carbon passenger travel.	Policy could make more explicit reference to considerations for other sustainable transport modes in relation to reallocating road space.	N	The policy now refereces the delivery of bus franchising.	+	++	++	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to considerations for other sustainable transport modes in relation to reallocating road space.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	O	O	O	I	T	Wider	Transport network, natural environment	The improvement of public transport may encourage a modal shift away from private car and assist with climate change mitigation.	N/A	The policy has neutral effects as there is no reference to climate change mitigation and adaptation, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	+	+	+	D	T	Regional	Transport infrastructure, energy infrastructure	The prioritisation of public transport on roads may constrain road spaces for active travel.	N/A	The policy has positive effects as the improvement of public transport services directly encourages use of the transport estate for low carbon energy generation.	Policy could include more general reference to the mass transit scheme rather than focusing on Phase 1.	N	The policy now refereces the delivery of bus franchising.	+	+	+	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could include more general reference to the mass transit scheme rather than focusing on Phase 1.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	O	O	O	I	P	Regional	Local communities, rural communities, transport network	N/A	N/A	The policy has negative effects as there is no reference to the specific needs of rural communities, whereas the policy aims to reallocate space for public transport.	Policy could make more explicit reference to considerations for the specific needs of rural communities in relation to reallocating space for public transport.	N	The policy now refereces the delivery of bus franchising.	-	-	-	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to considerations for the specific needs of rural communities in relation to reallocating space for public transport.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	O	O	O	I	T	Wider	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to low carbon materials and techniques, however the policy is focused on reallocating space for public transport.	Policy could make more explicit reference to exploring opportunities for low carbon construction materials and techniques where the reallocation of space involved construction works of road infrastructure.	N	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to exploring opportunities for low carbon construction materials and techniques where the reallocation of space involved construction works of road infrastructure.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	+	+	+	D	T	Regional	Air quality, transport infrastructure	The prioritisation of public transport on roads may constrain road spaces for active travel.	N/A	The policy has positive effects as improving public transport services by reallocating road space could promote modal shift to more sustainable forms of transport and minimise embedded emissions.	Policy could include more general reference to the mass transit scheme rather than focusing on Phase 1.	N	The policy now refereces the delivery of bus franchising.	+	+	+	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could include more general reference to the mass transit scheme rather than focusing on Phase 1.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	+	D	T	Regional	Air quality, transport infrastructure, local communities	The prioritisation of public transport on roads may constrain road spaces for active travel.	N/A	The policy has positive effects as improving public transport services by reallocating road space could promote modal shift to more sustainable forms of transport and support West Yorkshire's net zero target by 2038.	Policy could include more general reference to the mass transit scheme rather than focusing on Phase 1.	N	The policy now refereces the delivery of bus franchising.	+	+	+	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could include more general reference to the mass transit scheme rather than focusing on Phase 1.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	O	O	O	I	T	Wider	Transport network, natural environment, built environment	N/A	N/A	The policy has neutral effects as there is no reference to extreme climate events, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to extreme climate events, however the policy is focused on reallocating space for public transport.	Policy could make more explicit reference to the considerations for the locations and impacts in relation to other types of spaces when reallocating road spaces.	N	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the considerations for the locations and impacts in relation to other types of spaces when reallocating road spaces.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to extreme climate events, however the policy is focused on reallocating space for public transport.	Policy could make more explicit reference to the considerations for the locations and impacts in relation to other types of spaces when reallocating road spaces and not constitute inappropriate development.	N	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the considerations for the locations and impacts in relation to other types of spaces when reallocating road spaces and not constitute inappropriate development.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	-	-	-	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy is has negative effects as there is no reference to compensatory measures for floodplain land take, whereas ther policy aims to reallocate space which could have potential impacts on other land uses.	Policy could make more explicit reference to the compensatory measures in relation to potential land take from flood plain when reallocating road spaces.	N	The policy now refereces the delivery of bus franchising.	-	-	-	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the compensatory measures in relation to potential land take from flood plain when reallocating road spaces.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	O	O	O	I	P	Wider	natural environment, built environment, local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to climatic effects, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	-	-	-	I	T	Regional	Flood risk, transport network	N/A	The reallocation of space need to consider the contexts and constriants to avoid the constitution of inappropriate development from reallocation of road space.	The policy has negative effects as there is no reference to the considerations of the potential flood risks of locations for reallocating space for public transport.	Policy could make more explicit reference to the considerations for the locations and impacts in relation to flood risks when reallocating road spaces and not constitute inappropriate development.	N	The policy now refereces the delivery of bus franchising.	-	-	-	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the considerations for the locations and impacts in relation to flood risks when reallocating road spaces and not constitute inappropriate development.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	O	O	O	I	T	Wider	Transport network, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to new infrastructure, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	O	O	O	I	T	Regional	Waste management infrastructure, local communities	N/A	N/A	The policy has neutral effects as there is no reference to waste management, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	O	O	O	I	T	Regional	Waste management infrastructure, local communities, supply chain, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to recycling, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	+	+	++	D	P	Regional	Transport infrastructure, energy infrastructure	The prioritisation of public transport on roads may constrain road spaces for active travel.	N/A	The policy has positive effects as improving bus reliability and journey time, as well as prioritising public transport could promote modal shift to more sustainable forms of transport.	Policy could make more explicit reference to considerations for other sustainable transport modes in relation to reallocating road space.	N	The policy now refereces the delivery of bus franchising.	+	+	++	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to considerations for other sustainable transport modes in relation to reallocating road space.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	O	O	O	I	T	Regional	Supply chain, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to suppliers, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	O	O	O	I	T	Regional	Water quality, road infrastructure, drainage system	N/A	N/A	The policy has neutral effects as there is no reference to the water environment however the policy is focused on reallocating space for public transport.	Policy could make more explicit reference to incorporating sustainable road drainage in relation to reallocating road space when opportunitels arise.	N	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to incorporating sustainable road drainage in relation to reallocating road space when opportunitels arise.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	O	O	O	D	P	Regional	Road infrasturcture	N/A	N/A	The policy has neutral effects as there is no reference to the water environment however the policy is focused on reallocating space for public transport.	Policy could make more explicit reference to minimising the use of impermeable hard surfacing in relation to reallocating road space whenever needs for road construction work arise.	N	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to minimising the use of impermeable hard surfacing in relation to reallocating road space whenever needs for road construction work arise.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	O	O	O	I	T	Regional	Green and blue infrastructure, water quality	N/A	The reallocation of space need to consider synergy and interrelated effects with other types of land use.	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on reallocation of road spaces for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	O	O	O	I	T	Regional	Habitats, water quality	N/A	N/A	The policy has neutral effects as there is no reference to nature-based solutions, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	O	O	O	I	T	Regional	Green and blue infrastructure, habitats, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on reallocating space for public transport.	Policy could make more explicit reference to the considerations for the locations and impacts in relation to other types of spaces when reallocating road spaces.	N	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the considerations for the locations and impacts in relation to other types of spaces when reallocating road spaces.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	O	O	O	I	P	Regional	Drainage system, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on reallocating space for public transport.	Policy could make more explicit reference to considerations for the resilience of road drainage systems in relation to reallocating road space whenever needs for road construction work arise.	N	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to considerations for the resilience of road drainage systems in relation to reallocating road space whenever needs for road construction work arise.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	O	O	O	I	T	Regional	Drainage system, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to land use, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	O	O	O	I	T	Regional	Soil resource, peatland, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to soil resource, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	O	O	O	I	T	Regional	Soil resource	N/A	N/A	The policy has neutral effects as there is no reference to agricultural soils, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	O	O	O	D	T	Regional	Mineral safeguarding areas	N/A	The reallocation of space need to consider location and interrelated effects with other types of land use.	The policy has neutral effects as there is no reference to mineral safeguarding areas, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	O	O	O	I	T	Regional	Soil resource, contaminated land	N/A	N/A	The policy has neutral effects as there is no reference to contaminated land, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	O	O	O	I	T	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	O	O	O	I	P	Regional	Local communities, cultural and heritage asset, historic and culturally important sites, transport network	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	-	-	-	I	T	Regional	Cultural and heritage asset, transport infrastructure, natural environment, landscape, built environment	N/A	The reallocation of space need to consider synergy and interrelated effects with other types of land use.	The policy has negative effects as there is no reference to considerations of the locations and opportunities on other types of spaces, whereas the policy aims to reallocate space for public transport.	Policy could make more explicit reference to the considerations for the locations and opportunities in relation to other types of spaces when reallocating road spaces.	N	The policy now refereces the delivery of bus franchising.	-	-	-	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the considerations for the locations and opportunities in relation to other types of spaces when reallocating road spaces.

9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	-	-	-	I	T	Regional	Landscape, natural environment	N/A	The reallocation of space need to consider synergy and interrelated effects with other types of land use.	The policy has negative effects as there is no reference to considerations of the locations and impacts on other types of spaces, whereas the policy aims to reallocate space for public transport.	Policy could make more explicit reference to the considerations for the locations and impacts in relation to other types of spaces when reallocating road spaces.	N	The policy now refereces the delivery of bus franchising.	-	-	-	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the considerations for the locations and impacts in relation to other types of spaces when reallocating road spaces.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	-	-	-	I	P	Regional	Air quality, green and blue infrastructure, landscape, built environment	N/A	The reallocation of space need to consider synergy and interrelated effects with other types of land use.	The policy has negative effects as there is no reference to considerations of the locations and opportunities on other types of spaces, whereas the policy aims to reallocate space for public transport.	Policy could make more explicit reference to the considerations for the locations and opportunities in relation to other types of spaces when reallocating road spaces.	N	The policy now refereces the delivery of bus franchising.	-	-	-	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the considerations for the locations and opportunities in relation to other types of spaces when reallocating road spaces.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	-	-	-	D	T	Regional	Public rights of way	N/A	The reallocation of space need to consider synergy and interrelated effects with other types of land use.	The policy has negative effects as there is no reference to protecting public rights of way, whereas the policy aims to reallocate space for public transport.	Policy could make more explicit reference to protecting public rights of way when reallocating road spaces.	N	The policy now refereces the delivery of bus franchising.	-	-	-	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to protecting public rights of way when reallocating road spaces.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	O	O	O	I	P	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to buildings and townscaps, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	O	O	O	D	T	Regional	Built environment	N/A	N/A	The policy has neutral effects as there is no reference to clutter, however the policy is focused on reallocating space for public transport.	Policy could make more explicit reference to removing unnecessary clutters in relation to reallocating road space whenever needs arise.	N	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to removing unnecessary clutters in relation to reallocating road space whenever needs arise.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	O	O	O	I	T	Regional	Road network, transport network	N/A	N/A	The policy has neutral effects as there is no reference to disincentives for private car use, however the policy is focused on reallocating space for public transport.	Policy could make more explicit reference to introducing disincentives for private car use in relation to reallocating road space for public transport.	N	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to introducing disincentives for private car use in relation to reallocating road space for public transport.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	+	+	+	D	P	Regional	Local communities, built environment, employment sites, open space, services and facilities	N/A	The reallocation of space need to consider synergy and interrelated effects with other types of land use.	The policy has positive effects as there is reference to improving the reliability and journey times of public transport, which promotes the accessibility of public transport.	Policy could make more explicit reference to enhancing accessibility to key services and locations in relation to reallocating space for public transport priority.	N	The policy now refereces the delivery of bus franchising.	+	++	++	The policy has been amended by referencing bus franchising which can tailor routes to match demand, carry more passengers and improve access on key routes. Therefore, the scoring has increased to very positive.	Policy could make more explicit reference to enhancing accessibility to key services and locations in relation to reallocating space for public transport priority.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	--	--	--	D	P	Regional	Local communities, road infrastructure, transport network	N/A	N/A	The policy has negative effects as the prioritisation of public transport will constrain space for active travel on road spaces.	Policy could make more explicit reference to considerations for other modes of sustainable transport when reallocating road space.	N	The policy now refereces the delivery of bus franchising.	--	--	--	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to considerations for other modes of sustainable transport when reallocating road space.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, landscape, road infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to active travel, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	++	++	D	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has positive effects as improving bus reliability and journey time, as well as prioritising public transport could promote modal shift to more sustainable forms of transport.	Policy could include more general reference to the mass transit scheme rather than focusing on Phase 1.	N	The policy now refereces the delivery of bus franchising.	+	++	++	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could include more general reference to the mass transit scheme rather than focusing on Phase 1.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	O	O	O	I	P	Regional	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to charging points, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	-	-	-	D	P	Regional	Local communities, built environment, employment sites, housing sites, transport network	N/A	The reallocation of space need to consider synergy and interrelated effects with other types of land use.	The policy has negative effects as there is no reference to considerations of the appropriate locations, whereas the policy aims to reallocate space for public transport.	Policy could make more explicit reference to coordination with land use planning in relation to selecting the suitable locations when reallocating road spaces.	N	The policy now refereces the delivery of bus franchising.	+	++	++	The policy has been amended by referencing bus franchising which can tailor routes to match demand, carry more passengers and improve access on key routes. Therefore, the scoring has increased to very positive.	Policy could make more explicit reference to coordination with land use planning in relation to selecting the suitable locations when reallocating road spaces.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	O	O	O	I	P	Regional	Local communities, employment sites, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to employment and skills development, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	+	++	++	The policy has been amended by referencing bus franchising which can tailor routes to match demand, carry more passengers and improve access on key routes. Therefore, the scoring has increased to very positive.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	+	+	+	D	P	Regional	Local communities, built environment, services and facilities	N/A	N/A	The policy has positive effects as there is reference to improving the reliability and journey times of public transport, which promotes the accessibility of public transport.	Policy could make more explicit reference to improving accessibility and connectivity for all users to services in relation to reallocating road spaces.	N	The policy now refereces the delivery of bus franchising.	+	++	++	The policy has been amended by referencing bus franchising which can tailor routes to match demand, carry more passengers and improve access on key routes. Therefore, the scoring has increased to very positive.	Policy could make more explicit reference to improving accessibility and connectivity for all users to services in relation to reallocating road spaces.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	+	+	++	D	T	Regional	Local communities, transport network	N/A	N/A	The policy has positive effects as there is reference to improve bus reliability and journey times.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	+	++	++	The policy has been amended by referencing bus franchising which can tailor routes to match demand, carry more passengers and improve access on key routes. Therefore, the scoring has increased to very positive.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	O	O	O	I	T	Regional	Local economy, transport network, transport infrastructure	N/A	N/A	The policy has neutral effects as the reallocation of road space is unlikely to encourage the optimisation of potential economic outcomes.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	?	?	?	I	T	Regional	Local economy, transport network, transport infrastructure	N/A	N/A	The policy has uncertain effects as there is no direct reference to increasing investment, however the policy could encourage investments by improving the resilience of public trnaspot network.	Policy could make more explicit reference to measures for creating a resilient public transport network through e.g. segregated transport infrastructure.	Y	The policy now refereces the delivery of bus franchising.	+	++	++	The policy has been amended by referencing bus franchising which can enhance the resilient of the transport network. Therefore, the scoring has increased to very positive.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	O	O	O	I	P	Regional	Air quality, employment site, housing site, transport network	N/A	N/A	The policy has neutral effects as ther eis no reference to employment and residential growth areas, however the policy is focused on reallocating road space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	+	++	++	The policy has been amended by referencing bus franchising which can tailor routes to match demand, carry more passengers and improve access on key routes. Therefore, the scoring has increased to very positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	+	+	+	I	P	Regional	Air quality, local communities, vulnerable population, air quality	N/A	N/A	The policy has positive effects as reducing journey times would improve wellbeing for all users.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	+	+	+	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	+	+	+	I	P	Regional	Air quality, local communities	N/A	N/A	The policy has positive effects as reducing journey times would improve wellbeing for all users.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	+	+	+	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to heathicare services and educational facilities by sustainable modes of transport?	-	-	-	I	P	Regional	Built environment, service and facility, transport network	N/A	N/A	The policy has negative effects as there is no reference to accessibility and considerations for locations, whereas the policy aims to reallocate space for public transport.	Policy could make more explicit reference to the considerations for the connectivity between spaces when reallocating road spaces.	N	The policy now refereces the delivery of bus franchising.	+	++	++	The policy has been amended by referencing bus franchising which can tailor routes to match demand, carry more passengers and improve access on key routes. Therefore, the scoring has increased to very positive.	Policy could make more explicit reference to the considerations for the connectivity between spaces when reallocating road spaces.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	-	-	-	I	P	Regional	Employment site, open space, built environment, transport network	N/A	N/A	The policy has negative effects as there is no reference to accessibility and considerations for locations, whereas the policy aims to reallocate space for public transport.	Policy could make more explicit reference to the considerations for the connectivity between spaces when reallocating road spaces.	N	The policy now refereces the delivery of bus franchising.	+	++	++	The policy has been amended by referencing bus franchising which can tailor routes to match demand, carry more passengers and improve access on key routes. Therefore, the scoring has increased to very positive.	Policy could make more explicit reference to the considerations for the connectivity between spaces when reallocating road spaces.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	-	-	-	I	T	Regional	Local communities, transport network	N/A	The reallocation of space need to consider synergy and interrelated effects with other types of land use.	The policy has negative effects as there is no reference to considerations of the locations and impacts on severance issues, whereas the policy aims to reallocate space for public transport.	Policy could make more explicit reference to the considerations for the locations and impacts in relation to severance issues when reallocating road spaces.	N	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the considerations for the locations and impacts in relation to severance issues when reallocating road spaces.

13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	O	O	O	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to equality, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	O	O	O	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to inclusive design, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	+	+	+	I	T	Regional	Transport network, transport infrastructure, local communities, services and facilities	N/A	N/A	The policy has positive effects as prioritising and improving public transport promote affordable transport options to access various places.	Policy could make more explicit reference to the considerations for the connectivity between spaces when reallocating road spaces. Policy could also include more general reference to the mass transit scheme rather than focusing on Phase 1.	N	The policy now refereces the delivery of bus franchising.	+	++	++	The policy has been amended by referencing bus franchising which can tailor routes to match demand, carry more passengers and improve access on key routes. Therefore, the scoring has increased to very positive.	Policy could make more explicit reference to the considerations for the connectivity between spaces when reallocating road spaces. Policy could also include more general reference to the mass transit scheme rather than focusing on Phase 1.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	O	O	O	I	P	Regional	Local communities, transport network	N/A	The reallocation of space need to consider synergy and interrelated effects with other types of land use.	The policy has neutral effects as there is no reference to connectivity, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	+	++	++	The policy has been amended by referencing bus franchising which can tailor routes to match demand, carry more passengers and improve access on key routes. Therefore, the scoring has increased to very positive.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	-	-	-	I	P	Regional	Transport network, transport infrastructure, local communities, vulnerable population	The prioritisation of public transport on roads may constrain road spaces for active travel.	The reallocation of space need to consider synergy and interrelated effects with other types of land use.	The policy has negative effects as there is no reference to considerations of the needs for deprived areas and active travel, whereas the policy aims to reallocate space for public transport.	Policy could make more explicit reference to the considerations for the needs of deprived areas and for other modes of sustainable transport when reallocating road spaces.	N	The policy now refereces the delivery of bus franchising.	+	++	++	The policy has been amended by referencing bus franchising which can tailor routes to match demand, carry more passengers and improve access on key routes. Therefore, the scoring has increased to very positive.	Policy could make more explicit reference to the considerations for the needs of deprived areas and for other modes of sustainable transport when reallocating road spaces.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	O	O	O	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to access to information, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to public safety, however the policy is focused on reallocating space for public transport.	Policy could make more explicit reference to the considerations for the locations and opportunities in relation to public realms when reallocating road spaces.	N	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the considerations for the locations and opportunities in relation to public realms when reallocating road spaces.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to public safety, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to public safety, however the policy is focused on reallocating space for public transport.	Policy could make more explicit reference to considerations for other modes of sustainable transport when reallocating road space.	N	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to considerations for other modes of sustainable transport when reallocating road space.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to traffic calming measure, however the policy is focused on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to public safety, however the policy is focused on reallocating space for public transport.	Policy could make more explicit reference to considerations for other modes of sustainable transport when reallocating road space.	N	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to considerations for other modes of sustainable transport when reallocating road space.

15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	O	O	O	I	T	Regional	Local community, air quality, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to construction impacts. however the policy is focused on reallocating existing road spaces.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	O	O	O	I	P	Regional	Local community, noise level	N/A	N/A	The policy has neutral effects as there is no reference to helth impacts. however the policy is focused on reallocating existing road spaces.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	+	+	+	I	T	Regional	Local community, air quality, transport infrastructure	The prioritisation of public transport on roads may constrain road spaces for active travel.	N/A	The policy has positive effects as the prioritisation of public transport supports a modal shift away from private car use and would improve air quality.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	+	+	+	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	O	O	O	I	P	Regional	Local community, air quality, green and blue infrastructure, built environment	N/A	N/A	The policy has neutral effects as there is no reference of improving impact of transport, however the policy is focued on reallocating space for public transport.	None identified.	No mitigation identified in 2025.	The policy now refereces the delivery of bus franchising.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

Policy Name		RR2																		
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	+	+	+	I	P	Regional	Air quality, local communities, vulnerable populations	The improvement of public transport network encourages a modal shift to sustainable modes of transport and could improve air quality.	N/A	The policy has positive effects as the improvement of the public transport network could improve travel efficiency and enhance air quality.	Policy could make more explicit reference to considerations for areas with low air quality in relation to minimising disruption of the transport network.	N	The policy now refereces improving network safety.	+	+	++	The policy has been amended by referencing improving network safety which could increase the use of public transport and reduce air pollution emissions. Therefore, the scoring has increased to very positive.	Policy could make more explicit reference to considerations for areas with low air quality in relation to minimising disruption of the transport network.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	+	+	+	I	T	Regional	Air quality, local communities, transport network, Road network	The improvement of public transport network encourages a modal shift to sustainable modes of transport and could improve air quality.	N/A	The policy has positive effects as the improvement of the public transport network could encourage a modal shift to sustainable transport and reduce private car use, which supports an improvement in air quality.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	+	+	++	The policy has been amended by referencing improving network safety which could increase the use of public transport and reduce air pollution emissions. Therefore, the scoring has increased to very positive.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitat	N/A	N/A	The policy has neutral effects as there is no reference to the development of new infrastructure, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	-	-	-	D	T	Regional	Air quality, habitats, protected species, biological and geological sites	A focus or prioritisation of the bus network could have negative impacts on the environment.	N/A	The policy has negative effects as there is no reference to avoiding impacts on habitats and important sites, whereas the policy aims to manage disruption of the transport network.	Policy could make more explicit reference to the impacts on habitats and important sites as well as mitigation measures in relation to improving management of disruption.	N	The policy now refereces improving network safety.	-	-	-	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the impacts on habitats and important sites as well as mitigation measures in relation to improving management of disruption.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, wildlife corridors and networks	N/A	N/A	The policy has neutral effects as there is no reference to the development or maintenance of infrastructure, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	O	O	O	I	T	Regional	Green and blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the development of new infrastructure, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	O	O	O	I	P	Regional	Transport infrastructure, wildlife, biodiversity	N/A	N/A	The policy has neutral effects as there is no reference to the development or maintenance of infrastructure, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	O	O	O	I	P	Regional	Carbon sinks, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the development or maintenance of infrastructure, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	-	-	-	D	P	Regional	Local communities, green and blue infrastructure	N/A	N/A	The policy has negative effects as there is no reference to improving accessibility to key destinations, whereas the policy aims to improve efficiency of the transport network.	Policy could make more explicit reference to improving accessibility and connectivity to specific key destinations in relation to improving network efficiency.	N	The policy now refereces improving network safety.	-	-	-	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to improving accessibility and connectivity to specific key destinations in relation to improving network efficiency.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?’	O	O	O	I	T	Regional	Natural environment, local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to nature recovery, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accesssibility?	+	+	+	D	T	Regional	Transport network, transport infrastructure, local communities	A focus or prioritisation of the bus network could have negative impacts on the safety and convenience of other modes of sustainable transport.	N/A	The policy has positive effects as there is reference to improving network management and efficiency, which promotes the use of sustainable forms of transport.	Policy could make more explicit reference to considerations for other modes of sustainable tranpsort in relation to managing the public transport network.	N	The policy now refereces improving network safety.	+	+	++	The policy has been amended by referencing improving network safety which makes public transport more accessible. Therefore, the scoring has increased to very positive.	Policy could make more explicit reference to considerations for other modes of sustainable tranpsort in relation to managing the public transport network.

3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	+	+	+	D	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has positive effects as the improvement of the public transport network could encourage a modal shift to sustainable transport and reduce private car use.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	+	+	++	The policy has been amended by referencing improving network safety which makes public transport more accessible. Therefore, the scoring has increased to very positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	+	++	++	D	T	Regional	Transport network, air quality, local communities	N/A	N/A	The policy has positive effects as the improvement of the network efficiency could encourage a modal shift to sustainable transport and promote carbon efficiency through transport movements.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	+	++	++	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	+	+	++	D	P	Wider	Transport network, air quality, local communities	N/A	N/A	The policy has positive effects as there is reference to investment in technology to manage disruption of transport.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	+	+	++	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	+	++	++	D	P	Regional	Transport network, air quality, local communities	N/A	N/A	The policy has positive effects as there is reference to improving network management and efficiency, which promotes low-carbon passenger travel.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	+	++	++	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	O	O	O	I	T	Wider	Transport network, natural environment	N/A	N/A	The policy has neutral effects as there is no reference to prioritising climate change mitigation and adaptation, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	+	+	+	D	T	Regional	Transport infrastructure, energy infrastructure	A focus or prioritisation of the bus network could have negative impacts on the safety and convenience of other modes of transport.	N/A	The policy has positive effects as the improvement of the network efficiency could encourage a modal shift to sustainable transport and promote low carbon energy generation through transport estates.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	+	+	+	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	-	-	-	D	P	Regional	Local communities, rural communities, transport network	N/A	N/A	The policy has negative effects as there is no reference to the specific needs of rural communities, whereas the policy aims to deliver a consistent network offer.	Policy could make more explicit reference to the specific needs of rural communities in relation to delivering a consistent network offer.	N	The policy now refereces improving network safety.	-	-	-	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the specific needs of rural communities in relation to delivering a consistent network offer.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	O	O	O	I	T	Wider	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to construction, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	O	O	O	I	T	Regional	Air quality, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the development or maintenance of infrastructure, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	+	D	T	Regional	Air quality, transport infrastructure, energy infrastructure, local communities	N/A	N/A	The policy has positive effects as the improvement of the public transport network could encourage a modal shift to sustainable transport and support West Yorkshire's net zero target by 2038.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	+	+	++	The policy has been amended by referencing improving network safety which could increase the use of public transport and contribute to achieving Net Zero. Therefore, the scoring has increased to very positive.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	-	-	-	I	T	Wider	Transport network, natural environment, built environment	N/A	N/A	The policy has negative effects as there is no reference to the consideration of extreme weather events, whereas the policy aims to improve the public transport network through network management mechanisms.	Policy could make more explicit reference to plans for extreme weather events in reation to the management of the transport network.	Partially	The policy now refereces improving network safety.	+	+	+	The policy has been amended by referencing improving network safety which could include include safety from extreme weather events. Therefore, the scoring has increased to positive.	Policy could make more explicit reference to plans for extreme weather events in reation to the management of the transport network.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to the development or maintenance of infrastructure, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to flood risk and floodplains, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to flood risk and floodplains, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	-	-	-	I	P	Wider	natural environment, built environment, local communities, transport network	N/A	N/A	The policy has negative effects as there is no reference to the consideration of the uncertainties in climatic effects, whereas the policy aims to improve the public transport network through network management mechanisms.	Policy could make more explicit reference to plans for extreme weather events in reation to the management of the transport network.	Partially	The policy now refereces improving network safety.	+	+	+	The policy has been amended by referencing improving network safety which could include include safety from extreme weather events. Therefore, the scoring has increased to positive.	Policy could make more explicit reference to plans for extreme weather events in reation to the management of the transport network.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	O	O	O	I	T	Regional	Flood risk, transport network	N/A	N/A	The policy has neutral effects as there is no reference to flood risk and floodplains, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	O	O	O	I	T	Wider	Transport network, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the development or maintenance of infrastructure, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	O	O	O	I	T	Regional	Waste management infrastructure, local communities	N/A	N/A	The policy has neutral effects as there is no reference to waste management, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	O	O	O	I	T	Regional	Waste management infrastructure, local communities, supply chain, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to recycling, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	+	++	++	D	P	Regional	Transport infrastructure, energy infrastructure	A focus or prioritisation of the bus network could have negative impacts on the safety and convenience of other modes of sustainable transport.	N/A	The policy has positive effects as the improvement of the network efficiency could encourage a modal shift to sustainable transport and reduces fuel consumption.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	+	++	++	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	O	O	O	I	T	Regional	Supply chain, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to construction, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	O	O	O	I	T	Regional	Water quality, road infrastructure, drainage system	N/A	N/A	The policy has neutral effects as there is no reference to water quality, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	O	O	O	I	P	Regional	Road infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the development or maintenance of infrastructure, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now references improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	O	O	O	I	T	Regional	Green and blue infrastructure, water quality	N/A	N/A	The policy has neutral effects as there is no reference to the development or maintenance of infrastructure, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now references improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	O	O	O	I	T	Regional	Habitats, water quality	N/A	N/A	The policy has neutral effects as there is no reference to nature-based solutions, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now references improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	O	O	O	I	T	Regional	Green and blue infrastructure, habitats, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to the development or maintenance of infrastructure, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now references improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	O	O	O	I	P	Regional	Drainage system, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to the drainage systems, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now references improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	O	O	O	I	T	Regional	Drainage system, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to the land use, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now references improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	O	O	O	I	T	Regional	Soil resource, peatland, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to soil resources, however the policy is focused on network management.	None identified.	No mitigation identified in 2025.	The policy now references improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	O	O	O	I	T	Regional	Soil resource	N/A	N/A	The policy has neutral effects as there is no reference to soil resources, however the policy is focused on network management.	None identified.	No mitigation identified in 2025.	The policy now references improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	O	O	O	I	T	Regional	Mineral safeguarding areas	N/A	N/A	The policy has neutral effects as there is no reference to mineral safeguarding areas, however the policy is focused on network management.	None identified.	No mitigation identified in 2025.	The policy now references improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	O	O	O	I	T	Regional	Soil resource, contaminated land	N/A	N/A	The policy has neutral effects as there is no reference to contaminated land and soil resources, however the policy is focused on network management.	None identified.	No mitigation identified in 2025.	The policy now references improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	O	O	O	I	T	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on network management.	None identified.	No mitigation identified in 2025.	The policy now references improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	O	O	O	I	P	Regional	Local communities, cultural and heritage asset, historic and culturally important sites, transport network	N/A	N/A	The policy has neutral effects as there is no reference to improving accessibility to key destinations, however the policy is focused on improving the management of the transport network.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the development or maintenance of cultural or heritage assets, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure, natural environment, landscape, built environment	N/A	N/A	The policy has neutral effects as there is no reference to the development or maintenance landscape or townscapes, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	O	O	O	I	T	Regional	Landscape, natural environment	N/A	N/A	The policy has neutral effects as there is no reference to the development or maintenance landscape or townscapes, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	O	O	O	I	P	Regional	Air quality, green and blue infrastructure, landscape, built environment	N/A	N/A	The policy has neutral effects as there is no reference to the development or maintenance landscape or townscapes, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	-	-	-	D	T	Regional	Public rights of way	A focus or prioritisation of the bus network could have negative impacts on the safety and convenience of other modes of transport, especially active travel users.	N/A	The policy has negative effects as there is no reference to protecting public rights of ways, whereas the policy aims to manage the transport network.	Policy could make more explicit reference to protecting public rights of ways in relation to managing the transport network.	N	The policy now refereces improving network safety.	-	-	-	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to protecting public rights of ways in relation to managing the transport network.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	O	O	O	I	P	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to the development or maintenance of cultural or heritage assets, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	-	-	-	D	T	Regional	Built environment	N/A	N/A	The policy has negative effects as there is no reference to removing unnecessary clutter, whereas the policy aims to improve efficiency and manage the public transport network.	Policy could make more explicit reference to removing unnecessary clutter in relation to managing transport network.	N	The policy now refereces improving network safety.	-	-	-	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to removing unnecessary clutter in relation to managing transport network.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	O	O	O	I	T	Regional	Road network, transport network	A focus or prioritisation of the bus network could have negative impacts on the safety and convenience of other modes of transport.	N/A	The policy has negative effects as there is no reference to disincentives for private car use, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	O	O	O	I	P	Regional	Local communities, built environment, employment sites, open space, services and facilities	N/A	N/A	The policy has neutral effects as there is no reference to improving accessibility to key destinations, however the policy is focused on improving the management of the transport network.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	O	O	O	I	P	Regional	Local communities, road infrastructure, transport network	A focus or prioritisation of the bus network could have negative impacts on the safety and convenience of other modes of sustainable transport.	N/A	The policy has neutral effects as there is no reference to active travel, however the policy is focused on improving the public transport network.	Policy could make more explicit reference to considerations for other modes of sustainable tranpsort in relation to managing the public transport network.	N	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to considerations for other modes of sustainable tranpsort in relation to managing the public transport network.

10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, landscape, road infrastructure	A focus or prioritisation of the bus network could have negative impacts on the safety and convenience of other modes of sustainable transport.	N/A	The policy has neutral effects as there is no reference to active travel, however the policy is focused on improving the public transport network.	Policy could make more explicit reference to considerations for other modes of sustainable transport in relation to managing the public transport network.	N	The policy now references improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to considerations for other modes of sustainable transport in relation to managing the public transport network.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	++	D	T	Regional	Transport network, transport infrastructure, local communities	A focus or prioritisation of the bus network could have negative impacts on the safety and convenience of other modes of sustainable transport.	N/A	The policy has positive effects as the improvement of the network efficiency could encourage a modal shift to sustainable transport.	Policy could make more explicit reference to considerations for other modes of sustainable transport in relation to managing the public transport network.	N	The policy now references improving network safety.	+	++	++	The policy has been amended by referencing improving network safety which makes public transport more accessible. Therefore, the scoring has increased to very positive.	Policy could make more explicit reference to considerations for other modes of sustainable transport in relation to managing the public transport network.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	O	O	O	I	P	Regional	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to charging points, however the policy is focused on improving the public transport network.	None identified.	No mitigation identified in 2025.	The policy now references improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	O	O	O	I	P	Regional	Local communities, built environment, employment sites, housing sites, transport network	N/A	N/A	The policy has neutral effects as there is no reference to coordination with other land uses, however the policy is focused on improving network management.	None identified.	No mitigation identified in 2025.	The policy now references improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	O	O	O	I	P	Regional	Local communities, employment sites, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to improving access, however the policy is focused on improving network management.	None identified.	No mitigation identified in 2025.	The policy now references improving network safety.	+	+	++	The policy has been amended by referencing improving network safety which could increase the use of public transport and improve access to opportunities. Therefore, the scoring has increased to very positive.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	O	O	O	I	P	Regional	Local communities, built environment, services and facilities	N/A	N/A	The policy has neutral effects as there is no reference to improving access, however the policy is focused on improving network management.	None identified.	No mitigation identified in 2025.	The policy now references improving network safety.	+	+	++	The policy has been amended by referencing improving network safety which could increase the use of public transport and improve access to opportunities. Therefore, the scoring has increased to very positive.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	+	++	++	D	T	Regional	Local communities, transport network	A focus or prioritisation of the bus network could have negative impacts on the safety and convenience of other modes of transport, especially active travel users.	N/A	The policy has positive effects as the improvement of the network efficiency could reduce overall journey times for passengers.	None identified.	No mitigation identified in 2025.	The policy now references improving network safety.	+	++	++	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	+	+	+	I	T	Regional	Local economy, transport network, transport infrastructure	N/A	N/A	The policy has positive effects as the improvement of the network efficiency could encourage a modal shift to sustainable transport and promote decarbonisation through transport, which has the potential to optimise economic outcomes.	None identified.	No mitigation identified in 2025.	The policy now references improving network safety.	+	+	+	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	+	+	+	I	T	Regional	Local economy, transport network, transport infrastructure	N/A	N/A	The policy has positive effects as there is reference to strengthening partnership approach, which could increase investments in transport schemes.	None identified.	No mitigation identified in 2025.	The policy now references improving network safety.	+	+	+	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	O	O	O	I	P	Regional	Air quality, employment site, housing site, transport network	N/A	N/A	The policy has neutral effects as there is no reference to improving access, however the policy is focused on improving network management.	None identified.	No mitigation identified in 2025.	The policy now references improving network safety.	+	+	++	The policy has been amended by referencing improving network safety which could increase the use of public transport and improve access to opportunities. Therefore, the scoring has increased to very positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	O	O	O	I	P	Regional	Air quality, local communities, vulnerable population, air quality	The improvement of public transport network encourages a modal shift to sustainable modes of transport and could improve air quality, which promotes the health of residents.	N/A	The policy has neutral effects as there is no reference to promoting health and wellbeing, however the policy is focused on improving the public transport network.	None identified.	No mitigation identified in 2025.	The policy now references improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	O	O	O	I	P	Regional	Air quality, local communities	The improvement of public transport network encourages a modal shift to sustainable modes of transport and could improve air quality, which promotes the health of residents.	N/A	The policy has neutral effects as there is no reference to promoting health and wellbeing, however the policy is focused on improving the public transport network.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	O	O	O	I	P	Regional	Built environment, service and facility, transport network	N/A	N/A	The policy has neutral effects as there is no reference to improving access, however the policy is focused on improving network management.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	O	O	O	I	P	Regional	Employment site, open space, built environment, transport network	N/A	N/A	The policy has neutral effects as there is no reference to improving access, however the policy is focused on improving network management.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	+	+	++	The policy has been amended by referencing improving network safety which could increase the use of public transport and improve access to opportunities. Therefore, the scoring has increased to very positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	-	-	-	D	T	Regional	Local communities, transport network	A focus or prioritisation of the bus network could have negative impacts on the safety and convenience of other modes of transport, especially active travel users.	N/A	The policy has negative effects as there is no reference to severance issues, whereas the policy aims to improve network efficiency and manage disruption of the public transport network.	Policy could make more explicit reference to improving severence issues in relation to network management.	N	The policy now refereces improving network safety.	-	-	-	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to improving severence issues in relation to network management.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	-	-	-	D	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has negative effects as there is no reference to considerations of the specific needs of vulnerable groups, whereas the policy aims to deliver a consistent offer through the public transport network.	Policy could make more explicit reference to the specific needs of vulnerable groups in relation to network management.	Partially	The policy now refereces improving network safety.	+	+	++	The policy has been amended by referencing improving network safety which could increase the use of public transport and improve access to opportunities. Therefore, the scoring has increased to very positive.	Policy could make more explicit reference to the specific needs of vulnerable groups in relation to network management.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	O	O	O	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to inclusive design, however the policy is focused on network management.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities, services and facilities	N/A	N/A	The policy has neutral effects as there is no reference to improving access, however the policy is focused on improving network management.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	O	O	O	I	P	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to improving connectivity, however the policy is focused on improving network management.	Policy could make more explicit reference to improving accessibility and connectivity between communities in relation to improving network efficiency.	N	The policy now refereces improving network safety.	+	+	++	The policy has been amended by referencing improving network safety which could increase the use of public transport and improve connections between communities. Therefore, the scoring has increased to very positive.	Policy could make more explicit reference to improving accessibility and connectivity between communities in relation to improving network efficiency.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	O	O	O	I	P	Regional	Transport network, transport infrastructure, local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to improving access, however the policy is focused on improving network management.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	+	+	++	The policy has been amended by referencing improving network safety which could increase the use of public transport and improve access to opportunities. Therefore, the scoring has increased to very positive.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	O	O	O	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to access to information, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to public realm and natural surveillance, however the policy is focused on managing the public transport network.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	+	++	++	The policy has been amended by referencing improving network safety. Therefore, the scoring has increased to very positive.	None identified.

14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	-	-	-	D	T	Regional	Local community, built environment, service and facility	A focus or prioritisation of the bus network could have negative impacts on the safety and convenience of other modes of transport.	N/A	The policy has negative effects as there is no reference to transport safety, whereas the policy aims to improve network efficiency and manage disruption of the public transport network.	Policy could make more explicit reference to improving transport safety in relation to network management.	Y	The policy now refereces improving network safety.	+	++	++	The policy has been amended by referencing improving network safety. Therefore, the scoring has increased to very positive.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	-	-	-	D	T	Regional	Local community, built environment, service and facility	A focus or prioritisation of the bus network could have negative impacts on the safety and convenience of other modes of transport.	N/A	The policy has negative effects as there is no reference to reducing risks imposed by bus services through network management, whereas the policy aims to improve management of disruption.	Policy could make more explicit reference to impacts and considerations for other modes of sustainable tranpsort in relation to managing the public transport network.	N	The policy now refereces improving network safety.	+	++	++	The policy has been amended by referencing improving network safety. Therefore, the scoring has increased to very positive.	Policy could make more explicit reference to impacts and considerations for other modes of sustainable tranpsort in relation to managing the public transport network.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	-	-	-	D	T	Regional	Local community, built environment, service and facility	A focus or prioritisation of the bus network could have negative impacts on the safety and convenience of other modes of transport.	N/A	The policy has negative effects as there is no reference to traffic calming measures, whereas the policy aims to improve network efficiency and manage disruption of the public transport network.	Policy could make more explicit reference to traffic calming measure schemes in relation to network management.	N	The policy now refereces improving network safety.	+	++	++	The policy has been amended by referencing improving network safety. Therefore, the scoring has increased to very positive.	Policy could make more explicit reference to traffic calming measure schemes in relation to network management.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	-	-	-	D	T	Regional	Local community, built environment, service and facility	A focus or prioritisation of the bus network could have negative impacts on the safety and convenience of other modes of transport.	N/A	The policy has negative effects as there is no reference to road safety, whereas the policy aims to improve network efficiency and manage disruption of the public transport network.	Policy could make more explicit reference to improving road safety in relation to network management.	Y	The policy now refereces improving network safety.	+	++	++	The policy has been amended by referencing improving network safety. Therefore, the scoring has increased to very positive.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	+	+	+	I	T	Regional	Local community, air quality, vulnerable population	N/A	N/A	The policy has positive effects as there is reference to improving the efficiency of the transport network, which could reduce pollution.	Policy could make more explicit reference to measures that reduce specific types of pollutions in relation to improving the management of disruption.	N	The policy now refereces improving network safety.	+	+	+	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to measures that reduce specific types of pollutions in relation to improving the management of disruption.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	O	O	O	I	P	Regional	Local community, noise level	N/A	N/A	The policy has neutral effects as there is no reference to vibration, however the policy is focused on public transport network management.	None identified.	No mitigation identified in 2025.	The policy now refereces improving network safety.	O	O	O	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials (e.g., active travel, low emission vehicles) to assist in improving health levels?	+	+	+	I	T	Regional	Local community, air quality, transport infrastructure	A focus or prioritisation of the bus network could have negative impacts on the safety and convenience of other modes of transport.	N/A	The policy has positive effects as the improvement of network efficiency could reduce emissions and improve air quality.	Policy could make more explicit reference to impacts and considerations for other modes of sustainable tranport on top of managing the public transport network.	N	The policy now refereces improving network safety.	+	+	+	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to impacts and considerations for other modes of sustainable tranport on top of managing the public transport network.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	+	+	+	D	P	Regional	Local community, air quality, green and blue infrastructure, built environment	A focus or prioritisation of the bus network could have negative impacts on the safety and convenience of other modes of transport.	N/A	The policy has positive effects as there are references to improvement of the public transport network and management of disruption.	Policy could make more explicit reference to impacts and considerations for other modes of sustainable tranpsort in relation to managing the public transport network.	N	The policy now refereces improving network safety.	+	+	+	Although the policy has been amended by referencing improving network safety, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to impacts and considerations for other modes of sustainable tranpsort in relation to managing the public transport network.

Policy Name	RR3																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAS) and where this pollution disproportionately affects vulnerable populations?	-	-	-	I	P	Regional	Air quality, local communities, vulnerable populations	Increasing car park locations may encourage private car use and increase air pollution.	N/A	The policy has negative effects as there is no reference to areas with low air quality, whereas the policy aims to improve car parking and should consider impacts of private cars on air quality.	Policy could make more explicit reference to areas with low air quality in relation to the management of car parks.	N	The policy now references an inclusive approach to car parking.	-	-	-	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to areas with low air quality in relation to the management of car parks.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	-	-	-	D	T	Regional	Air quality, local communities, transport network, Road network	Increasing car park locations may encourage private car use and increase air pollution.	N/A	The policy has negative effects as there is no reference to enabling modal shift away from private car use, whereas the policy aims to improve car parking and should consider impacts of private cars on air quality.	Policy could make more explicit reference to encouraging modal shift away from private car use in relation to the management of car parks.	N	The policy now references an inclusive approach to car parking.	-	-	-	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to encouraging modal shift away from private car use in relation to the management of car parks.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitat	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure unrelated to car parking, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	-	-	-	I	T	Regional	Air quality, habitats, protected species, biological and geological sites	Increasing car park locations may encourage private car use and increase air pollution and may pose impact on protected sites.	N/A	The policy has negative effects as there is no reference to protected sites or habitats whereas the policy aims to improve car parking and should consider impacts of private cars on vulnerable receptors.	Policy could make more explicit reference to impacts on protected sites in relation to the management of car parks.	N	The policy now references an inclusive approach to car parking.	-	-	-	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to impacts on protected sites in relation to the management of car parks.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, wildlife corridors and networks	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure unrelated to car parking, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	O	O	O	I	T	Regional	Green and blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure unrelated to car parking, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	O	O	O	I	P	Regional	Transport infrastructure, wildlife, biodiversity	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure unrelated to car parking, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	-	-	-	I	P	Regional	Carbon sinks, transport infrastructure	N/A	Locating carbon sinks close to car parks could absorb the adverse impact of private cars on air quality.	The policy has negative effects as there is no reference to carbon sinks, whereas the policy aims to improve car parking and should consider synergy with carbon sinks to reduce the impact of private cars on air quality.	Policy could make more explicit reference to synergies with carbon sinks in relation to planning for car parking.	N	The policy now references an inclusive approach to car parking.	-	-	-	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to synergies with carbon sinks in relation to planning for car parking.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	O	O	O	I	P	Regional	Local communities, green and blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure unrelated to car parking, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	+	+	+	The policy has been amended by referencing an inclusive approach to parking which could increase accessibility to different spaces. Therefore, the scoring has increased to positive.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?	O	O	O	I	T	Regional	Natural environment, local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to local nature recovery, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has neutral effects as there is no reference to sustainable modes of transport, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	?	?	?	D	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has uncertain effects as the effects of developing a regionally consistent and proportionate to public transport accessibility levels car parking could potentially increase or reduce private car uses.	Policy could make more explicit reference to disincentives for private car use in relation to management of car parking.	N	The policy now references an inclusive approach to car parking.	?	?	?	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to disincentives for private car use in relation to management of car parking.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	?	?	?	I	T	Regional	Transport network, air quality, local communities	N/A	N/A	The policy has uncertain effects as the effects of developing a regionally consistent and proportionate to public transport accessibility levels car parking could potentially increase or reduce carbon efficiency.	Policy could make more explicit reference to disincentives for private car use in relation to management of car parking.	N	The policy now references an inclusive approach to car parking.	?	?	?	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to disincentives for private car use in relation to management of car parking.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	O	O	O	I	P	Wider	Transport network, air quality, local communities	N/A	N/A	The policy has neutral effects as there is no reference to technologies, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	O	O	O	I	P	Regional	Transport network, air quality, local communities	N/A	N/A	The policy has neutral effects as there is no reference to sustainable modes of transport, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	O	O	O	I	T	Wider	Transport network, natural environment	Increasing car park locations may encourage private car use and increase air pollution and may contribute to climate change.	N/A	The policy has neutral effects as there is no reference to climate change, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	O	O	O	I	T	Regional	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to energy generation, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	-	-	-	D	P	Regional	Local communities, rural communities, transport network	N/A	N/A	The policy has negative effects as there is no reference to the specific needs of rural communities, where as the policy aims to adopt a regionally consistent place-based approach to car parking management.	Policy could make more explicit reference to considerations for the specific needs of rural communities in relation to managing car parking.	N	The policy now references an inclusive approach to car parking.	-	-	-	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to considerations for the specific needs of rural communities in relation to managing car parking.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	O	O	O	I	T	Wider	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to construction materials or techniques, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	O	O	O	I	T	Regional	Air quality, transport infrastructure	Increasing car park locations may encourage private car use and increase emissions and air pollutions.	N/A	The policy has neutral effects as there is no reference to embedded emissions, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	?	?	?	I	T	Regional	Air quality, transport infrastructure, energy infrastructure, local communities	Increasing car park locations may encourage private car use and increase air pollution and may contribute to climate change.	N/A	The policy has uncertain effects as the effects of developing a regionally consistent and proportionate to public transport accessibility levels car parking could potentially increase or reduce air pollution.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	?	?	?	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	O	O	O	I	T	Wider	Transport network, natural environment, built environment	Increasing car park locations may encourage private car use and increase air pollution and may contribute to climate change.	N/A	The policy has neutral effects as there is no reference to climate change, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to flood risks or drainage schemes, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to flood risks or drainage schemes, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to flood risks or drainage schemes, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	O	O	O	I	P	Wider	natural environment, built environment, local communities, transport network	Increasing car park locations may encourage private car use and increase air pollution and may contribute to climate change.	N/A	The policy has neutral effects as there is no reference to climate change, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	O	O	O	I	T	Regional	Flood risk, transport network	N/A	N/A	The policy has neutral effects as there is no reference to flood risks or drainage schemes, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	O	O	O	I	T	Wider	Transport network, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to resource efficiency, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	O	O	O	I	T	Regional	Waste management infrastructure, local communities	N/A	N/A	The policy has neutral effects as there is no reference to waste management, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	O	O	O	I	T	Regional	Waste management infrastructure, local communities, supply chain, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to construction materials or techniques, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	?	?	?	D	P	Regional	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has uncertain effects as the effects of developing a regionally consistent and proportionate to public transport accessibility levels car parking could potentially increase or reduce private car uses.	Policy could make more explicit reference to disincentives for private car use in relation to management of car parking.	N	The policy now references an inclusive approach to car parking.	?	?	?	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to disincentives for private car use in relation to management of car parking.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	O	O	O	I	T	Regional	Supply chain, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to suppliers, however the policy is focused on managing car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	O	O	O	I	T	Regional	Water quality, road infrastructure, drainage system	N/A	N/A	The policy has neutral effects as there is no reference to flood risk or drainage schemes, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	-	-	-	I	P	Regional	Road infrastructure	N/A	N/A	The policy has no reference to surfacing, whereas the policy aims to improve car parking and car parks, which contributes to large use of impermeable hard surfacing.	Policy could make more explicit reference to minimising the use of impermeable hard surfacing in relation to managing existing and developing new car parking spaces.	N	The policy now references an inclusive approach to car parking.	-	-	-	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to minimising the use of impermeable hard surfacing in relation to managing existing and developing new car parking spaces.

6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	O	O	O	I	T	Regional	Green and blue infrastructure, water quality	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure unrelated to car parking, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	O	O	O	I	T	Regional	Habitats, water quality	N/A	N/A	The policy has neutral effects as there is no reference to nature-based solutions, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	O	O	O	I	T	Regional	Green and blue infrastructure, habitats, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure unrelated to car parking, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	O	O	O	I	P	Regional	Drainage system, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to flood risk or drainage schemes, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	-	-	-	I	T	Regional	Drainage system, flood risk	N/A	N/A	The policy has negative effects as there is no reference to considerations for land use, whereas the policy aims to develop regionally consistent and proportionate to public transport accessibility levels car parking and could involve planning for new car park locations.	Policy could make more explicit reference to land use considerations in relation to planning for new car park locations.	N	The policy now references an inclusive approach to car parking.	-	-	-	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to land use considerations in relation to planning for new car park locations.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	O	O	O	I	T	Regional	Soil resource, peatland, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to soil resource or contamination, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	O	O	O	I	T	Regional	Soil resource	N/A	N/A	The policy has neutral effects as there is no reference to soil resource or contamination, however the policy is focused on car parking.	N/A	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	O	O	O	I	T	Regional	Mineral safeguarding areas	N/A	N/A	The policy has neutral effects as there is no reference to soil resource or contamination, however the policy is focused on car parking.	N/A	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	O	O	O	I	T	Regional	Soil resource, contaminated land	N/A	N/A	The policy has neutral effects as there is no reference to soil resource or contamination, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	O	O	O	I	T	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on managing car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	O	O	O	I	P	Regional	Local communities, cultural and heritage asset, historic and culturally important sites, transport network	N/A	N/A	The policy has neutral effects as there is no reference to sustainable modes of transport, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	+	+	+	The policy has been amended by referencing an inclusive approach to parking which could increase accessibility to different spaces. Therefore, the scoring has increased to positive.	None identified.

8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on managing car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	+	+	+	I	T	Regional	Cultural and heritage asset, transport infrastructure, natural environment, landscape, built environment	Increasing car park locations may encourage private car use and impact the character of townscapes.	N/A	The policy has positive effects as there is reference to considering town centre regeneration and development objectives.	Policy could make more explicit reference to respecting and enhancing the townscape character.	N	The policy now references an inclusive approach to car parking.	+	+	+	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to respecting and enhancing the townscape character.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	O	O	O	I	T	Regional	Landscape, natural environment	N/A	N/A	The policy has neutral effects as there is no reference to landscape or townscape, however the policy is focused on managing car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	O	O	O	I	P	Regional	Air quality, green and blue infrastructure, landscape, built environment	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure unrelated to car parking, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	-	-	-	I	T	Regional	Public rights of way	N/A	N/A	The policy has negative effects as there is no reference to public rights of ways, whereas the policy aims to improve car parking which could impose an impact on them.	Policy could make more explicit reference to protecting public rights of ways in relation to managing car parking.	N	The policy now references an inclusive approach to car parking.	-	-	-	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to protecting public rights of ways in relation to managing car parking.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	+	+	+	I	P	Regional	Cultural and heritage asset, built environment	Increasing car park locations may encourage private car use and impact the character of townscapes.	N/A	The policy has positive effects as there is reference to considering town centre regeneration and development objectives.	Policy could make more explicit reference to respecting and enhancing the local distinctiveness of townscapes.	N	The policy now references an inclusive approach to car parking.	+	+	+	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to respecting and enhancing the local distinctiveness of townscapes.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	-	-	-	I	T	Regional	Built environment	N/A	N/A	The policy has neutral effects as there is no reference to removing unnecessary clutter, however the policy is focused on improving car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	-	-	-	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	?	?	?	D	T	Regional	Road network, transport network	N/A	N/A	The policy has uncertain effects as the effects of developing a regionally consistent and proportionate to public transport accessibility levels car parking could potentially increase or reduce private car uses.	Policy could make more explicit reference to disincentives for private car use in relation to management of car parking.	N	The policy now references an inclusive approach to car parking.	?	?	?	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to disincentives for private car use in relation to management of car parking.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	O	O	O	I	P	Regional	Local communities, built environment, employment sites, open space, services and facilities	N/A	N/A	The has neutral effects as there is no reference to improving accessibility to specific destinations, however the policy is focused on managing car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	O	O	O	I	P	Regional	Local communities, road infrastructure, transport network	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure unrelated to car parking, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, landscape, road infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure unrelated to car parking, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	?	?	?	D	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has uncertain effects as the effects of developing a regionally consistent and proportionate to public transport accessibility levels car parking could potentially increase or reduce private car uses.	Policy could make more explicit reference to disincentives for private car use in relation to management of car parking.	N	The policy now references an inclusive approach to car parking.	?	?	?	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to disincentives for private car use in relation to management of car parking.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	-	-	-	D	P	Regional	Transport infrastructure, energy infrastructure	N/A	Planning for electric vehicle charging points at car parking spaces could encourage a shift to low carbon vehicle modals.	The policy has negative effects as there is no reference to considerations for charging points, whereas the policy aims to develop regionally consistent and proportionate to public transport accessibility levels car parking.	Policy could make more explicit reference to planning for electric vehicle charging points at car parking locations.	N	The policy now references an inclusive approach to car parking.	-	-	-	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to planning for electric vehicle charging points at car parking locations.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	O	O	O	I	P	Regional	Local communities, built environment, employment sites, housing sites, transport network	N/A	N/A	The policy has neutral effects as there is no reference to sustainable modes of transport, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	O	O	O	I	P	Regional	Local communities, employment sites, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to sustainable modes of transport, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	O	O	O	I	P	Regional	Local communities, built environment, services and facilities	N/A	N/A	The has neutral effects as there is no reference to improving accessibility to specific destinations, however the policy is focused on managing car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	+	+	+	The policy has been amended by referencing an inclusive approach to parking which could increase accessibility to different spaces. Therefore, the scoring has increased to positive.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	+	+	+	D	T	Regional	Local communities, transport network	N/A	N/A	The policy has positive effects as there is reference to developing regionally consistent car parking, which improves travel convenience for passenger and freight.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	+	+	+	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	O	O	O	I	T	Regional	Local economy, transport network, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to decarbonisation, however the policy is focused on managing car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	O	O	O	I	T	Regional	Local economy, transport network, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to increasing investments, however the policy is focused on managing car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	O	O	O	I	P	Regional	Air quality, employment site, housing site, transport network	N/A	N/A	The policy has neutral effects as there is no reference to sustainable modes of transport, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	O	O	O	I	P	Regional	Air quality, local communities, vulnerable population, air quality	Increasing car park locations may encourage private car use and increase emissions and air pollutions, which will have impacts on health levels.	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on managing car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	+	+	+	The policy has been amended by referencing an inclusive approach to parking which could increase accessibility to different spaces, including health facilities. Therefore, the scoring has increased to positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	O	O	O	I	P	Regional	Air quality, local communities	Increasing car park locations may encourage private car use and increase emissions and air pollutions, which will have impacts on health levels.	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on managing car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	O	O	O	I	P	Regional	Built environment, service and facility, transport network	N/A	N/A	The policy has neutral effects as there is no reference to sustainable modes of tranport, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	O	O	O	I	P	Regional	Employment site, open space, built environment, transport network	N/A	N/A	The has neutral effects as there is no reference to improving accessibility to specific destinations, however the policy is focused on managing car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	+	+	+	The policy has been amended by referencing an inclusive approach to parking which could increase accessibility to different spaces. Therefore, the scoring has increased to positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	O	O	O	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to severance issues, however the policy is focused on managing car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	-	-	-	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has negative effects as there is no reference to considerations for the specific needs of vulnerable groups, whereas the policy aims to develop a fair and equitable approach to car parking.	Policy could make more explicit reference to considerations for the specific needs of vulnerable groups including disabled car parking, inn relation to managing and planning for car parking spaces.	Partially	The policy now references an inclusive approach to car parking.	+	+	++	The policy has been amended by referencing an inclusive approach to parking. Therefore, the scoring has increased to positive.	Policy could make more explicit reference to considerations for the specific needs of vulnerable groups including disabled car parking, inn relation to managing and planning for car parking spaces.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	O	O	O	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to sustainable modes of tranport, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	+	+	++	The policy has been amended by referencing an inclusive approach to parking. Therefore, the scoring has increased to positive.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities, services and facilities	N/A	N/A	The has neutral effects as there is no reference to improving accessibility to specific destinations, however the policy is focused on managing car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	O	O	O	I	P	Regional	Local communities, transport network	N/A	N/A	The has neutral effects as there is no reference to improving connectiviey, however the policy is focused on managing car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	O	O	O	I	P	Regional	Transport network, transport infrastructure, local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to sustainable modes of tranport, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	+	+	+	The policy has been amended by referencing an inclusive approach to parking which could increase accessibility to different spaces. Therefore, the scoring has increased to positive.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	O	O	O	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to sustainable modes of tranport, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on managing car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on managing car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	-	-	-	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has negative effects as the improvement of car parking could encourage an increase in private car use and should potential impacts on vulnerable transport users.	Policy could make more explicit reference to reducing impacts of cars on other transport users in realtion to managing car parking.	Partially	The policy now references an inclusive approach to car parking.	-	-	-	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to reducing impacts of cars on other transport users in realtion to managing car parking.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to traffic calming measures, however the policy is focused on managing car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on managing car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	-	-	-	I	T	Regional	Local community, air quality, vulnerable population	N/A	N/A	The policy has negative effects as the improvement of car parking could encourage an increase in private car use and may increase pollutions.	Policy could make more explicit reference to reducing impacts of cars on vulnerable users in realtion to managing car parking.	Partially	The policy now references an inclusive approach to car parking.	-	-	-	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to reducing impacts of cars on vulnerable users in realtion to managing car parking.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	-	-	-	I	P	Regional	Local community, noise level	N/A	N/A	The policy has negative effects as the improvement of car parking could encourage an increase in private car use and may increase vibration.	Policy could make more explicit reference to reducing impacts of cars including vibrations in realtion to managing car parking.	N	The policy now references an inclusive approach to car parking.	-	-	-	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to reducing impacts of cars including vibrations in realtion to managing car parking.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	-	-	-	I	T	Regional	Local community, air quality, transport infrastructure	N/A	N/A	The policy has negative effects as the improvement of car parking could encourage an increase in private car use and may increase air pollutions.	Policy could make more explicit reference to reducing impacts of cars including air pollutions in realtion to managing car parking.	N	The policy now references an inclusive approach to car parking.	-	-	-	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to reducing impacts of cars including air pollutions in realtion to managing car parking.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	O	O	O	I	P	Regional	Local community, air quality, green and blue infrastructure, built environment	N/A	N/A	The policy has neutral effects as there is no reference to creating amenable areas, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy now references an inclusive approach to car parking.	O	O	O	Although the policy has been amended by referencing an inclusive approach to car parking, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

Policy Name	RR4																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	O	O	O	I	P	Regional	Air quality, local communities, vulnerable populations	N/A	N/A	The policy has neutral effects as there is no reference to areas with low air quality, however the policy is focused on on street car paking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	+	+	+	D	T	Regional	Air quality, local communities, transport network, Road network	N/A	N/A	The policy has positive effects as the restriction of on street car parking could reduce traffic level and congestion.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitat	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure unrelated to car parking, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	O	O	O	I	T	Regional	Air quality, habitats, protected species, biological and geological sites	N/A	N/A	The policy has neutral effects as there is no reference to habitats or important sites. however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, wildlife corridors and networks	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure unrelated to car parking, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	O	O	O	I	T	Regional	Green and blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure unrelated to car parking, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	O	O	O	I	P	Regional	Transport infrastructure, wildlife, biodiversity	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure unrelated to car parking, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	O	O	O	I	P	Regional	Carbon sinks, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to carbon sinks, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	O	O	O	I	P	Regional	Local communities, green and blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure unrelated to car parking, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?'	O	O	O	I	T	Regional	Natural environment, local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to local nature recovery, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	+	+	+	I	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has positive effects as there is reference to reallocating road space for public transport to enhance public transport accessibility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	+	+	+	D	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has positive effects as there is reference to limiting on street parking, which could reduce private car use.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	O	O	O	I	T	Regional	Transport network, air quality, local communities	N/A	N/A	The policy has neutral effects as there is no reference to carbon efficiency, however the policy is focused on on street car paking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	O	O	O	I	P	Wider	Transport network, air quality, local communities	N/A	N/A	The policy has neutral effects as there is no reference to technologies, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	+	+	+	D	P	Regional	Transport network, air quality, local communities	N/A	N/A	The policy has positive effects as there is reference to improving active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	O	O	O	I	T	Wider	Transport network, natural environment	N/A	N/A	The policy has neutral effects as there is no reference to climate change, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	O	O	O	I	T	Regional	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to low carbon energy generation, however the policy is focused on on street car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	O	O	O	I	P	Regional	Local communities, rural communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to the specific needs of rural communities, however the policy is focused on on street car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	O	O	O	I	T	Wider	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to construction materials or techniques, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	O	O	O	D	T	Regional	Air quality, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the emissions, however the policy is focused on on street car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	+	I	T	Regional	Air quality, transport infrastructure, energy infrastructure, local communities	N/A	N/A	The policy has positive effects as there is reference to improving active travel, which could support net zero.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	O	O	O	I	T	Wider	Transport network, natural environment, built environment	N/A	N/A	The policy has neutral effects as there is no reference to climate change, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to flood risks or drainage schemes, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to flood risks or drainage schemes, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to flood risks or drainage schemes, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	O	O	O	I	P	Wider	natural environment, built environment, local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to climate change, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	O	O	O	I	T	Regional	Flood risk, transport network	N/A	N/A	The policy has neutral effects as there is no reference to flood risks or drainage schemes, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	O	O	O	I	T	Wider	Transport network, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to resource efficiency, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	O	O	O	I	T	Regional	Waste management infrastructure, local communities	N/A	N/A	The policy has neutral effects as there is no reference to waste management, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	O	O	O	I	T	Regional	Waste management infrastructure, local communities, supply chain, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to construction materials or techniques, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	+	+	+	D	P	Regional	Transport infrastructure, energy infrastructure	Restricting on street car parking and leaving the kerb space for public transport could enhance public transport services and encourage active travel.	N/A	The policy has positive effects as there is reference to improving active travel, which could promote a modal shift to sustainable transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	O	O	O	I	T	Regional	Supply chain, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to suppliers, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	O	O	O	I	T	Regional	Water quality, road infrastructure, drainage system	N/A	N/A	The policy has neutral effects as there is no reference to flood risk or drainage schemes, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	O	O	O	I	P	Regional	Road infrastrucrture	N/A	N/A	The policy has neutral effects as there is no reference to surfacing, however the policy is focused on on street car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	O	O	O	I	T	Regional	Green and blue infrastructure, water quality	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure unrelated to car parking, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	O	O	O	I	T	Regional	Habitats, water quality	N/A	N/A	The policy has neutral effects as there is no reference to nature-based solutions, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	O	O	O	I	T	Regional	Green and blue infrastructure, habitats, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure unrelated to car parking, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	O	O	O	I	P	Regional	Drainage system, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to flood risk or drainage schemes, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	O	O	O	I	T	Regional	Drainage system, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to land use, however the policy is focused on on street car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	O	O	O	I	T	Regional	Soil resource, peatland, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to soil resource or contamination, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	O	O	O	I	T	Regional	Soil resource	N/A	N/A	The policy has neutral effects as there is no reference to soil resource or contamination, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	O	O	O	I	T	Regional	Mineral safeguarding areas	N/A	N/A	The policy has neutral effects as there is no reference to mineral safeguarding areas, however the policy is focused on on street car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	O	O	O	I	T	Regional	Soil resource, contaminated land	N/A	N/A	The policy has neutral effects as there is no reference to soil resource or contamination, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	O	O	O	I	T	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on on street car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	O	O	O	I	P	Regional	Local communities, cultural and heritage asset, historic and culturally important sites, transport network	N/A	N/A	The policy has neutral effects as there is no reference to sustainable modes of transport, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on on street car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure, natural environment, landscape, built environment	N/A	N/A	The policy has neutral effects as there is no reference to landscape or townscape, however the policy is focused on on street car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	O	O	O	I	T	Regional	Landscape, natural environment	N/A	N/A	The policy has neutral effects as there is no reference to landscape or townscape, however the policy is focused on on street car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	O	O	O	I	P	Regional	Air quality, green and blue infrastructure, landscape, built environment	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure unrelated to car parking, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	O	O	O	I	T	Regional	Public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to public rights of way, however the policy is focused on on street car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	O	O	O	I	P	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to landscape or townscape, however the policy is focused on on street car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	+	+	+	D	T	Regional	Built environment	N/A	N/A	The policy has positive effects as the restriction of on street car parking could improve the streetscape by removing unnecessary clutter.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	O	O	O	I	T	Regional	Road network, transport network	N/A	N/A	The policy has neutral effects as there is no reference to disincentives for private car use, however the policy is focused on on street car paking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	O	O	O	I	P	Regional	Local communities, built environment, employment sites, open space, services and facilities	N/A	N/A	The has neutral effects as there is no reference to improving accessibility to specific destinations, however the policy is focused on on street car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	+	+	+	I	P	Regional	Local communities, road infrastructure, transport network	N/A	N/A	The policy has positive effects as the restriction of on street car parking could reduce constraints on active travel on kerb space.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, landscape, road infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure unrelated to car parking, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	+	D	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has positive effects as the restriction of on street car parking could create more convenience for public transport and active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	O	O	O	I	P	Regional	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to charging points, however the policy is focused on on street car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	O	O	O	I	P	Regional	Local communities, built environment, employment sites, housing sites, transport network	N/A	N/A	The policy has neutral effects as there is no reference to enhancing sustainable modes of transport, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	O	O	O	I	P	Regional	Local communities, employment sites, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to enhancing sustainable modes of transport, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	O	O	O	I	P	Regional	Local communities, built environment, services and facilities	N/A	N/A	The has neutral effects as there is no reference to improving accessibility to specific destinations, however the policy is focused on on street car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	O	O	O	I	T	Regional	Local communities, transport network	N/A	N/A	The has neutral effects as there is no reference to reducing journey times, however the policy is focused on on street car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	O	O	O	I	T	Regional	Local economy, transport network, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to decarbonisation, however the policy is focused on on street car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	O	O	O	I	T	Regional	Local economy, transport network, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to increasing investments, however the policy is focused on on street car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	O	O	O	I	P	Regional	Air quality, employment site, housing site, transport network	N/A	N/A	The policy has neutral effects as there is no reference to enhancing sustainable modes of tranport, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	O	O	O	I	P	Regional	Air quality, local communities, vulnerable population, air quality	Restricting on street car parking in residential areas could improve streetscapes , enhance safety, and have positive effects on the health and wellbeing of local residents.	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on on street car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	O	O	O	I	P	Regional	Air quality, local communities	Restricting on street car parking in residential areas could improve streetscapes , enhance safety, and have positive effects on the health and wellbeing of local residents.	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on on street car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	O	O	O	I	P	Regional	Built environment, service and facility, transport network	N/A	N/A	The policy has neutral effects as there is no reference to enhancing sustainable modes of tranport, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	O	O	O	I	P	Regional	Employment site, open space, built environment, transport network	N/A	N/A	The has neutral effects as there is no reference to improving accessibility to specific destinations, however the policy is focused on on street car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	+	+	+	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has positive effects as the restriction of on street car parking could improve the streetscape and reduce severance issues.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	?	?	?	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has uncertain effects as it references serving the community for wheeling, however, it does not reference retaining on-street parking for disabled people.	This policy could be enhanced by explicitly stating that on street car parking for disabled people will be retained and provided where possible.	N	The policy has not changed.	?	?	?	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by explicitly stating that on street car parking for disabled people will be retained and provided where possible.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	?	?	?	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has uncertain effects as it references serving the community for wheeling, however, it does not reference retaining on-street parking for disabled people.	This policy could be enhanced by explicitly stating that on street car parking for disabled people will be retained and provided where possible.	N	The policy has not changed.	?	?	?	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by explicitly stating that on street car parking for disabled people will be retained and provided where possible.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities, services and facilities	N/A	N/A	The has neutral effects as there is no reference to improving accessibility to specific destinations, however the policy is focused on on street car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	O	O	O	I	P	Regional	Local communities, transport network	N/A	N/A	The has neutral effects as there is no reference to improving connectivity, however the policy is focused on on street car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	O	O	O	I	P	Regional	Transport network, transport infrastructure, local communities, vulnerable population	Restricting on street car parking and leaving the kerb space for public transport could enhance public transport services and encourage active travel.	N/A	The policy has neutral effects as there is no reference to enhancing sustainable modes of tranport, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	O	O	O	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to access to information, however the policy is focused on car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	O	O	O	I	T	Regional	Local community, built environment, service and facility	Restricting on street car parking in residential areas could improve streetscapes , enhance safety, and have positive effects on the health and wellbeing of local residents.	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on on street car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to safety, however the policy is focused on on street car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	+	+	+	D	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has positive effects as the restriction of on street car parking could reduce constraints and improve safety for active travel on kerb space.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	-	-	-	D	T	Regional	Local community, built environment, service and facility	Restricting on street car parking in residential areas could improve streetscapes , enhance safety, and have positive effects on the health and wellbeing of local residents.	N/A	The policy has negative effects as there is no reference to residential areas or deprived areas, whereas the policy aims to better serve the community by restricting on street car parking.	Policy could make more explicit reference to residential areas and deprived areas in relation to the important locations for the management of on street car parking.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	Policy could make more explicit reference to residential areas and deprived areas in relation to the important locations for the management of on street car parking.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	+	+	+	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has positive effects as the restriction of on street car parking could reduce constraints and improve safety for active travel on kerb space.	Policy could make more explicit reference to residential areas and deprived areas in relation to the important locations for the management of on street car parking.	N	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	Policy could make more explicit reference to residential areas and deprived areas in relation to the important locations for the management of on street car parking.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	O	O	O	I	T	Regional	Local community, air quality, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to construction or operation impacts, however the policy is focused on on street car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	O	O	O	I	P	Regional	Local community, noise level	N/A	N/A	The policy has neutral effects as there is no reference to construction or operation impacts, however the policy is focused on on street car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	O	O	O	I	T	Regional	Local community, air quality, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to construction or operation impacts, however the policy is focused on on street car parking.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	+	+	+	I	P	Regional	Local community, air quality, green and blue infrastructure, built environment	N/A	N/A	The policy has positive effects as the restriction of on street car parking could create more convenience for public transport and active travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

Policy Name	RR5																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAS) and where this pollution disproportionately affects vulnerable populations?	+	+	+	I	P	Regional	Air quality, local communities, vulnerable populations	N/A	N/A	The policy has positive effects as reducing the need for travel could reduce emissions from transport and support the minimisation of air pollutants.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	+	++	++	I	T	Regional	Air quality, local communities, transport network, Road network	N/A	N/A	The policy has positive effects as reducing the need for travel could reduce traffic levels and emissions from transport, which support the minimisation of air pollutants.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	++	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitat	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	O	+	+	I	T	Regional	Air quality, habitats, protected species, biological and geological sites	Reducing the need for travel could contribute to enhancing air quality, and therefore avoid impacts on habitats.	N/A	The policy has positive effects as reducing the need for travel could reduce impacts of transport on habitats and important sites.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, wildlife corridors and networks	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	O	O	O	I	T	Regional	Green and blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	O	O	O	I	P	Regional	Transport infrastructure, wildlife, biodiversity	N/A	N/A	The policy has neutral effects as there is no reference to transport infrastructure, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	O	O	O	I	P	Regional	Carbon sinks, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to carbon sinks, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	O	O	O	I	P	Regional	Local communities, green and blue infrastructure	N/A	Enhancing accessibility of local communities to key services and facilities alongside improving digital connectivity could greatly reduce demand for long-distanced travel.	The policy has neutral effects as there is no reference to transport infrastructure, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?	O	O	O	I	T	Regional	Natural environment, local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to local nature recovery, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has neutral effects as there is no reference to transport facilities, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	+	++	++	D	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has positive effects as reducing the need for travel could encourage a reduction in private car use.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	++	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	O	O	O	I	T	Regional	Transport network, air quality, local communities	N/A	N/A	The policy has neutral effects as there is no reference to transport movements, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	O	O	O	I	P	Wider	Transport network, air quality, local communities	N/A	N/A	The policy has neutral effects as there is no reference to transport technologies, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	O	O	O	I	P	Regional	Transport network, air quality, local communities	N/A	N/A	The policy has neutral effects as there is no reference to transport facilities, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	O	O	O	I	T	Wider	Transport network, natural environment	Extreme weather events could have an adverse impact on the digital network.	N/A	The policy has neutral effects as there is no reference to climate change, however the policy is focused on digital connectivity,	Policy could make more explicit reference to improving the resilience of the digital network in relation to enabling home working during extreme weather events.	N	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	Policy could make more explicit reference to improving the resilience of the digital network in relation to enabling home working during extreme weather events.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	O	O	O	I	T	Regional	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to transport facilities, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	O	O	O	I	P	Regional	Local communities, rural communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to transport movements, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	O	O	O	I	T	Wider	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to low carbon materials and techniques, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	O	O	O	I	T	Regional	Air quality, transport infrastructure	Reducing the need for travel could contribute to minimising embedded emissions.	N/A	The policy has neutral effects as there is no reference to transport infrastructure, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	++	D	T	Regional	Air quality, transport infrastructure, energy infrastructure, local communities	N/A	N/A	The policy has positive effects as reducing the need for travel could reduce emissions from transport and support the net zero target.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	O	O	O	I	T	Wider	Transport network, natural environment, built environment	Extreme weather events could have an adverse impact on the digital network.	N/A	The policy has neutral effects as there is no reference to climate change, however the policy is focused on digital connectivity,	Policy could make more explicit reference to improving the resilience of the digital network in relation to enabling home working during extreme weather events.	N	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	Policy could make more explicit reference to improving the resilience of the digital network in relation to enabling home working during extreme weather events.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to flood adaptation, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to flood adaptation, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	O	O	O	I	P	Wider	natural environment, built environment, local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to climate change, however the policy is focused on digital connectivity,	Policy could make more explicit reference to improving the resilience of the digital network in relation to enabling home working during extreme weather events.	N	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	Policy could make more explicit reference to improving the resilience of the digital network in relation to enabling home working during extreme weather events.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	O	O	O	I	T	Regional	Flood risk, transport network	N/A	N/A	The policy has neutral effects as there is no reference to flood adaptation, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	O	O	O	I	T	Wider	Transport network, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to resource efficiency, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	O	O	O	I	T	Regional	Waste management infrastructure, local communities	N/A	N/A	The policy has neutral effects as there is no reference to waste management, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	O	O	O	I	T	Regional	Waste management infrastructure, local communities, supply chain, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to recycling, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	O	O	O	I	P	Regional	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to transport movements, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	O	O	O	I	T	Regional	Supply chain, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to supplier, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	O	O	O	I	T	Regional	Water quality, road infrastructure, drainage system	N/A	N/A	The policy has neutral effects as there is no reference to water quality, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	O	O	O	I	P	Regional	Road infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to surfacing, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	O	O	O	I	T	Regional	Green and blue infrastructure, water quality	N/A	N/A	The policy has neutral effects as there is no reference to water quality, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	O	O	O	I	T	Regional	Habitats, water quality	Reducing the need for travel could contribute to enhancing air quality, and therefore avoid impacts on habitats.	N/A	The policy has neutral effects as there is no reference to nature-based solutions, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	O	O	O	I	T	Regional	Green and blue infrastructure, habitats, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to blue infrastructure, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	O	O	O	I	P	Regional	Drainage system, flood risk	Periods of intense rainfall could have adverse impacts on the digital network.	N/A	The policy has neutral effects as there is no reference to climate change, however the policy is focused on digital connectivity,	Policy could make more explicit reference to improving the resilience of the digital network in relation to enabling home working during extreme weather events.	N	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	Policy could make more explicit reference to improving the resilience of the digital network in relation to enabling home working during extreme weather events.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	O	O	O	I	T	Regional	Drainage system, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to land use, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	O	O	O	I	T	Regional	Soil resource, peatland, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to soil resource or contaminated land, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	O	O	O	I	T	Regional	Soil resource	N/A	N/A	The policy has neutral effects as there is no reference to soil resource or contaminated land, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	O	O	O	I	T	Regional	Mineral safeguarding areas	N/A	N/A	The policy has neutral effects as there is no reference to mineral safeguarding area, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	O	O	O	I	T	Regional	Soil resource, contaminated land	N/A	N/A	The policy has neutral effects as there is no reference to soil resource or contaminated land, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	O	O	O	I	T	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	O	O	O	I	P	Regional	Local communities, cultural and heritage asset, historic and culturally important sites, transport network	N/A	N/A	The policy has neutral effects as there is no reference to sustainable transport, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to transport infrastructure, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure, natural environment, landscape, built environment	N/A	N/A	The policy has neutral effects as there is no reference to transport infrastructure, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	O	O	O	I	T	Regional	Landscape, natural environment	N/A	N/A	The policy has neutral effects as there is no reference to towncape or landscape, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	O	O	O	I	P	Regional	Air quality, green and blue infrastructure, landscape, built environment	N/A	N/A	The policy has neutral effects as there is no reference to towncape or landscape, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	O	O	O	I	T	Regional	Public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to public rights of way, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	O	O	O	I	P	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to towncape or landscape, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	O	O	O	I	T	Regional	Built environment	N/A	N/A	The policy has neutral effects as there is no reference to streetscape, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	O	O	O	I	T	Regional	Road network, transport network	N/A	N/A	The policy has neutral effects as there is no reference to transport movements, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	O	O	O	I	P	Regional	Local communities, built environment, employment sites, open space, services and facilities	N/A	N/A	The policy has neutral effects as there is no reference to transport accessibility, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	O	O	O	I	P	Regional	Local communities, road infrastructure, transport network	N/A	N/A	The policy has neutral effects as there is no reference to transport infrastructure, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, landscape, road infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has neutral effects as there is no reference to sustainable transport, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	O	O	O	I	P	Regional	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to transport infrastructure, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	O	O	O	I	P	Regional	Local communities, built environment, employment sites, housing sites, transport network	N/A	N/A	The policy has neutral effects as there is no reference to sustainable transport, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	+	+	+	I	P	Regional	Local communities, employment sites, vulnerable population	N/A	N/A	The policy has positive effects as the improvement of digital connectivity could increase access to online education opportunities and job search.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	+	+	+	D	P	Regional	Local communities, built environment, services and facilities	N/A	N/A	The policy has positive effects as the improvement of digital connectivity improves accessibility to online services.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	O	O	O	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to transport journey times, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	O	O	O	I	T	Regional	Local economy, transport network, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to economic outcomes, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	O	O	O	I	T	Regional	Local economy, transport network, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to transport network, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	O	O	O	I	P	Regional	Air quality, employment site, housing site, transport network	N/A	N/A	The policy has neutral effects as there is no reference to transport accessibility, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	O	O	O	I	P	Regional	Air quality, local communities, vulnerable population, air quality	N/A	The policy could have synergistic effects with policies that promote active travel, to reduce impacts of transport and improve health levels, particularly in residential areas.	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	O	O	O	I	P	Regional	Air quality, local communities	N/A	The policy could have synergistic effects with policies that promote active travel, to reduce impacts of transport and improve health levels, particularly in residential areas.	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	O	O	O	I	P	Regional	Built environment, service and facility, transport network	N/A	N/A	The policy has neutral effects as there is no reference to transport accessibility, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	O	O	O	I	P	Regional	Employment site, open space, built environment, transport network	N/A	N/A	The policy has neutral effects as there is no reference to transport accessibility, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	+	+	+	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has positive effects as reducing the need for travel could reduce traffic levels and impacts of transport, including severance issues.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	O	O	O	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to equality, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	O	O	O	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to transport accessibility, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities, services and facilities	N/A	N/A	The policy has neutral effects as there is no reference to transport accessibility, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	O	O	O	I	P	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to connectivity, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	O	O	O	I	P	Regional	Transport network, transport infrastructure, local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to transport accessibility, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	O	O	O	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to transport information accessibility, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	The policy could have synergistic effects with policies that promote active travel, to reduce impacts of transport and create safer environments, particularly in residential areas.	The policy has neutral effects as there is no reference to public safety, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	The policy could have synergistic effects with policies that promote active travel, to reduce impacts of transport and create safer environments, particularly in residential areas.	The policy has neutral effects as there is no reference to transport scheme, however the policy is focused on digital connectivity,	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	+	+	++	D	T	Regional	Local community, built environment, service and facility	N/A	The policy could have synergistic effects with policies that promote active travel, to reduce impacts of transport and create safer environments, particularly in residential areas.	The policy has positive effects as reducing the need for travel could reduce traffic levels and reduce the risks imposed by cars and other vehicles.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	+	++	++	D	T	Regional	Local community, service and facility	Improving digital connectivity and enabling home working will have more effects on traffic calming in residential areas.	N/A	The policy has positive effects as reducing the need for travel could reduce traffic levels and calm traffic, especially in residential areas.	Policy could make more explicit reference to deprived areas in terms of improving digital connectivity.	N	The policy has not changed.	+	++	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	Policy could make more explicit reference to deprived areas in terms of improving digital connectivity.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	+	+	++	D	T	Regional	Local community, built environment, service and facility	N/A	The policy could have synergistic effects with policies that promote active travel, to reduce impacts of transport and create safer environments, particularly in residential areas.	The policy has positive effects as reducing the need for travel could reduce traffic levels and enhance road safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	+	+	+	I	T	Regional	Local community, air quality, vulnerable population	Improving digital connectivity and enabling home working will have more effects on reducing traffic impacts in residential areas.	The policy could have synergistic effects with policies that promote active travel, to reduce impacts of transport and create safer environments, particularly in residential areas.	The policy has positive effects as reducing the need for travel could reduce traffic levels and the impacts of transport, particularly in residential areas.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	+	+	+	I	P	Regional	Local community, noise level	Improving digital connectivity and enabling home working will have more effects on reducing traffic impacts in residential areas.	The policy could have synergistic effects with policies that promote active travel, to reduce impacts of transport and improve health levels, particularly in residential areas.	The policy has positive effects as reducing the need for travel could reduce traffic levels and the impacts of transport, including vibration.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	+	+	+	I	T	Regional	Local community, transport infrastructure	Improving digital connectivity and enabling home working will have more effects on reducing traffic impacts in residential areas.	The policy could have synergistic effects with policies that promote active travel, to reduce impacts of transport and improve health levels, particularly in residential areas.	The policy has positive effects as reducing the need for travel could reduce traffic levels and the impacts of transport, including air pollution.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	+	+	+	I	P	Regional	Local community, air quality, green and blue infrastructure, built environment	Improving digital connectivity and enabling home working will have more effects on reducing traffic impacts in residential areas.	The policy could have synergistic effects with policies that promote active travel, to reduce impacts of transport and create safer environments, particularly in residential areas.	The policy has positive effects as reducing the need for travel could reduce traffic levels and the impacts of transport and create more amenable areas.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

Policy Name	RR6																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	+	+	+	I	P	Regional	Air quality, local communities, vulnerable populations	N/A	N/A	The policy has positive effects as the improvement of traffic efficiency could improve air quality.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	++	++	The policy has been amended by referencing reducing congestion, which will also reduce air pollution emissions. Therefore, the scoring has increased to very positive.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	+	+	+	I	T	Regional	Air quality, local communities, transport network, Road network	N/A	N/A	The policy has positive effects as the improvement of traffic efficiency could improve air quality.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	++	++	The policy has been amended by referencing reducing congestion, which will also reduce air pollution emissions. Therefore, the scoring has increased to very positive.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitat	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	O	O	O	I	T	Regional	Air quality, habitats, protected species, biological and geological sites	N/A	N/A	The policy has neutral effects as there is no reference to habitats or important sites, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, wildlife corridors and networks	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	O	O	O	I	T	Regional	Green and blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	O	O	O	I	P	Regional	Transport infrastructure, wildlife, biodiversity	N/A	N/A	The policy has neutral effects as there is no reference to wildlife-friendly approach, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	O	O	O	I	P	Regional	Carbon sinks, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to carbon sinks, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	O	O	O	I	P	Regional	Local communities, green and blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	+	++	The policy has been amended by referencing bus franchising which can tailor routes to match demand, carry more passengers and improve access on key routes. Therefore, the scoring has increased to very positive.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?’	O	O	O	I	T	Regional	Natural environment, local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to nature recovery, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has neutral effects as there is no reference to enhancing or promoting sustainable modes of transport, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	+	++	The policy has been amended by referencing bus franchising which can tailor routes to match demand, carry more passengers and improve access on key routes. Therefore, the scoring has increased to very positive.	None identified.

3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has neutral effects as there is no reference to reducing private car use, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	+	++	The policy has been amended by referencing bus franchising which can tailor routes to match demand, carry more passengers and improve access on key routes. Therefore, the scoring has increased to very positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	+	+	+	D	T	Regional	Transport network, air quality, local communities	Focusing on the movement of private vehicles and public transport might have negative impacts on active travel users on the main road.	N/A	The policy has positive effects as improving traffic efficiency through traffic signal network could also encourage carbon efficiency in transport movements.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	+	+	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	+	+	+	I	P	Wider	Transport network, air quality, local communities	N/A	N/A	The policy has positive effects as there is reference encouraging innovation and best use of technology, which could promote low carbon transport practice.	Policy could make more explicit reference to the low carbon technologies in relation to new concepts and innovation.	N	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	+	+	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the low carbon technologies in relation to new concepts and innovation.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	+	+	+	D	P	Regional	Transport network, air quality, local communities	N/A	N/A	The policy has positive effects as there is reference to optimising the movement of public transport through network management.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	+	++	The policy has been amended by referencing bus franchising which can tailor routes to match demand, carry more passengers and improve access on key routes. Therefore, the scoring has increased to very positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	O	O	O	I	T	Wider	Transport network, natural environment	N/A	N/A	The policy has neutral effects as there is no reference to climate change mitigation, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	+	++	The policy has been amended by referencing reducing congestion. Therefore, the scoring has increased to very positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	O	O	O	I	T	Regional	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to low carbon energy generation, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	-	-	-	D	P	Regional	Local communities, rural communities, transport network	N/A	N/A	The policy has negative effects as there is no reference to the specific transport needs of rural communities, whereas the policy aims to deliver a consistent high quality traffic signal network.	Policy could make more explicit reference to the specific needs of rural communities in relation to traffic management.	N	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	-	-	-	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the specific needs of rural communities in relation to traffic management.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	O	O	O	I	T	Wider	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to low carbon construction, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	O	O	O	I	T	Regional	Air quality, transport infrastructure	Managing traffic through the traffic signal network could have a positive effect on reducing road traffic and reduce emissions.	N/A	The policy has neutral effects as there is no reference to emissions, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	+	I	T	Regional	Air quality, transport infrastructure, energy infrastructure, local communities	Managing traffic through the traffic signal network could have a positive effect on reducing road traffic and reduce emissions, which supports the net zero target in the long term.	N/A	The policy has positive effects as the improvement of traffic efficiency could reduce emissions and support net zero.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	+	++	The policy has been amended by referencing reducing congestion. Therefore, the scoring has increased to very positive.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	-	-	-	D	T	Wider	Transport network, natural environment, built environment	N/A	N/A	The policy has negative effects as it does not reference managing traffic during extreme weather events.	Policy could make more explicit reference to eviction plans before and during extreme weather events in relation to improving traffic signal network.	N	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	-	-	-	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to eviction plans before and during extreme weather events in relation to improving traffic signal network.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to flood adaptation schemes, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to flood adaptation schemes, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	-	-	-	D	P	Wider	natural environment, built environment, local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to the uncertainties of climatic effects, whereas the policy aims to improve traffic through the traffic signal network.	Policy could make more explicit reference to eviction plans before and during extreme weather events in relation to improving traffic signal network.	N	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	-	-	-	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to eviction plans before and during extreme weather events in relation to improving traffic signal network.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	O	O	O	I	T	Regional	Flood risk, transport network	N/A	N/A	The policy has neutral effects as there is no reference to flood adaptation schemes, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	O	O	O	I	T	Wider	Transport network, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to resource efficiency, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	O	O	O	I	T	Regional	Waste management infrastructure, local communities	N/A	N/A	The policy has neutral effects as there is no reference to waste management, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	O	O	O	I	T	Regional	Waste management infrastructure, local communities, supply chain, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to recycling, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	O	O	O	I	P	Regional	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to enhancing or promoting sustainable modes of transport, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	+	++	The policy has been amended by referencing bus franchising which will promote greater public transport use. Therefore, the scoring has increased to very positive.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	O	O	O	I	T	Regional	Supply chain, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to suppliers, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	O	O	O	I	T	Regional	Water quality, road infrastructure, drainage system	N/A	N/A	The policy has neutral effects as there is no reference to water quality, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	O	O	O	I	P	Regional	Road infrastrucrture	N/A	N/A	The policy has neutral effects as there is no reference to surfacing, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	O	O	O	I	T	Regional	Green and blue infrastructure, water quality	N/A	N/A	The policy has neutral effects as there is no reference to water quality, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	O	O	O	I	T	Regional	Habitats, water quality	N/A	N/A	The policy has neutral effects as there is no reference to habitats, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	O	O	O	I	T	Regional	Green and blue infrastructure, habitats, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to blue infrastructure, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	O	O	O	I	P	Regional	Drainage system, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to drainage systems, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	O	O	O	I	T	Regional	Drainage system, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to land use, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	O	O	O	I	T	Regional	Soil resource, peatland, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to soil resource or contaminated land, however the policy is focused on traffic signal network,	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	O	O	O	I	T	Regional	Soil resource	N/A	N/A	The policy has neutral effects as there is no reference to soil resource or contaminated land, however the policy is focused on traffic signal network,	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	O	O	O	I	T	Regional	Mineral safeguarding areas	N/A	N/A	The policy has neutral effects as there is no reference to mineral safeguarding areas, however the policy is focused on traffic signal network,	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	O	O	O	I	T	Regional	Soil resource, contaminated land	N/A	N/A	The policy has neutral effects as there is no reference to soil resource or contaminated land, however the policy is focused on traffic signal network,	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	O	O	O	I	T	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	O	O	O	I	P	Regional	Local communities, cultural and heritage asset, historic and culturally important sites, transport network	N/A	N/A	The policy has neutral effects as there is no reference to enhancing or promoting sustainable modes of transport, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	+	++	The policy has been amended by referencing bus franchising which can tailor routes to match demand, carry more passengers and improve access to different spaces. Therefore, the scoring has increased to very positive.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure, natural environment, landscape, built environment	N/A	N/A	The policy has neutral effects as there is no reference to landscape or townscapes, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	O	O	O	I	T	Regional	Landscape, natural environment	N/A	N/A	The policy has neutral effects as there is no reference to landscape or townscapes, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	O	O	O	I	P	Regional	Air quality, green and blue infrastructure, landscape, built environment	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	-	-	-	I	T	Regional	Public rights of way	N/A	N/A	The policy has negative effects as there is no reference to the consideration for impacts on public rights of ways, whereas the policy aims to improve the efficiency of transport movements.	Policy could make more explicit reference to protecting movements on public rights of ways in relation to manaing their junctions with main road traffic.	N	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	-	-	-	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to protecting movements on public rights of ways in relation to manaing their junctions with main road traffic.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	O	O	O	I	P	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to townscape, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	+	+	++	D	T	Regional	Built environment	N/A	N/A	The policy has positive effects as improving traffic efficiency through traffic signal network could calm traffic and remove unnecessary clutter.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	+	++	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	O	O	O	I	T	Regional	Road network, transport network	Managing traffic through the traffic signal network could have a positive effect on reducing road traffic.	N/A	The policy has neutral effects as there is no reference to improving private car use, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	+	++	The policy has been amended by referencing reducing congestion. Therefore, the scoring has increased to very positive.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	O	O	O	I	P	Regional	Local communities, built environment, employment sites, open space, services and facilities	Focusing on the movement of private vehicles and public transport might have negative impacts on active travel users on the main road.	N/A	The policy has neutral effects as there is no reference to accessibility to key destinations, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	+	++	The policy has been amended by referencing bus franchising which can tailor routes to match demand, carry more passengers and improve access to different spaces. Therefore, the scoring has increased to very positive.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	+	+	+	I	P	Regional	Local communities, road infrastructure, transport network	Focusing on the movement of private vehicles and public transport might have negative impacts on active travel users on the main road.	N/A	The policy has positive effects as improving traffic efficiency through traffic signal network could improve safety and convenience for active travel on roads.	Policy could make more explicit reference to considerations for active travel management in relation to urban traffic management.	N	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	+	+	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to considerations for active travel management in relation to urban traffic management.

10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, landscape, road infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has neutral effects as there is no reference to enhancing or promoting sustainable modes of transport, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	+	++	The policy has been amended by referencing bus franchising which can tailor routes to match demand, carry more passengers and improve access to different spaces. Therefore, the scoring has increased to very positive.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	O	O	O	I	P	Regional	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to charging points, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	O	O	O	I	P	Regional	Local communities, built environment, employment sites, housing sites, transport network	N/A	N/A	The policy has neutral effects as there is no reference to enhancing or promoting sustainable modes of transport, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	O	O	O	I	P	Regional	Local communities, employment sites, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to enhancing or promoting sustainable modes of transport, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	+	++	The policy has been amended by referencing bus franchising which can tailor routes to match demand, carry more passengers and improve access to different spaces. Therefore, the scoring has increased to very positive.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	O	O	O	I	P	Regional	Local communities, built environment, services and facilities	N/A	N/A	The policy has neutral effects as there is no reference to accessibility to key destinations, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	+	++	The policy has been amended by referencing bus franchising which can tailor routes to match demand, carry more passengers and improve access to different spaces. Therefore, the scoring has increased to very positive.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	+	++	++	D	T	Regional	Local communities, transport network	N/A	N/A	The policy has positive effects as improving traffic efficiency through traffic signal network could calm traffic and reduce the overall journey time for passengers and freight.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	++	++	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	O	O	O	I	T	Regional	Local economy, transport network, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to decarbonisation, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	+	+	++	D	T	Regional	Local economy, transport network, transport infrastructure	N/A	N/A	The policy has positive effects as there is reference to encouraging investments in data and technology.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	+	++	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	O	O	O	I	P	Regional	Air quality, employment site, housing site, transport network	N/A	N/A	The policy has neutral effects as there is no reference to enhancing or promoting sustainable modes of transport, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	+	++	The policy has been amended by referencing bus franchising which can tailor routes to match demand, carry more passengers and improve access to different spaces. Therefore, the scoring has increased to very positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	O	O	O	I	P	Regional	Air quality, local communities, vulnerable population, air quality	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	+	++	The policy has been amended by referencing reducing congestion, which can reduce air pollution emissions and promote better health outcomes. Therefore, the scoring has increased to very positive.	None identified.

12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	O	O	O	I	P	Regional	Air quality, local communities	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	+	++	The policy has been amended by referencing reducing congestion, which can reduce air pollution emissions and promote better health outcomes. Therefore, the scoring has increased to very positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	O	O	O	I	P	Regional	Built environment, service and facility, transport network	N/A	N/A	The policy has neutral effects as there is no reference to enhancing or promoting sustainable modes of transport, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	+	++	The policy has been amended by referencing bus franchising which can tailor routes to match demand, carry more passengers and improve access to different spaces. Therefore, the scoring has increased to very positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	O	O	O	I	P	Regional	Employment site, open space, built environment, transport network	N/A	N/A	The policy has neutral effects as there is no reference to accessibility to key destinations, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	+	++	The policy has been amended by referencing bus franchising which can tailor routes to match demand, carry more passengers and improve access to different spaces. Therefore, the scoring has increased to very positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	+	+	+	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has positive effects as improving traffic efficiency through traffic signal network could calm traffic and reduce severance issues.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	+	+	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	O	O	O	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to equality, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	O	O	O	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to enhancing or promoting sustainable modes of transport, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities, services and facilities	N/A	N/A	The policy has neutral effects as there is no reference to accessibility to key destinations, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	O	O	O	I	P	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to connectivity, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	O	O	O	I	P	Regional	Transport network, transport infrastructure, local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to enhancing or promoting sustainable modes of transport, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	+	++	The policy has been amended by referencing bus franchising which can tailor routes to match demand, carry more passengers and improve access to different spaces. Therefore, the scoring has increased to very positive.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	-	-	-	I	T	Regional	Local communities, transport network	N/A	Coordinating the data and technology used by the traffic signal network with real time public transport information could improve the reliability of public transport and promote the use of sustainable transport modes.	The policy has negative effects as there is no reference to access of information, whereas the policy aims to improve urban traffic through traffic signal network.	Policy could make more explicit reference to collaborating with the public transport system to improve access to more accurate information in relation to urban traffic management.	N	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	-	-	-	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to collaborating with the public transport system to improve access to more accurate information in relation to urban traffic management.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	O	O	O	I	T	Regional	Local community, built environment, service and facility	Focusing on the movement of private vehicles and public transport might have negative impacts on active travel users on the main road.	N/A	The policy has neutral effects as there is no reference to public realm and public safety, however the policy is focused on traffic signal network.	Policy could make more explicit reference to considerations for active travel management in relation to urban traffic management.	N	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to considerations for active travel management in relation to urban traffic management.

14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	+	+	+	D	T	Regional	Local community, built environment, service and facility	Focusing on the movement of private vehicles and public transport might have negative impacts on active travel users on the main road.	N/A	The policy has positive effects as improving traffic efficiency through traffic signal network could enhance road safety for all users.	Policy could make more explicit reference to considerations for active travel management in relation to urban traffic management.	N	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	+	+	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to considerations for active travel management in relation to urban traffic management.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	+	+	+	D	T	Regional	Local community, built environment, service and facility	Focusing on the movement of private vehicles and public transport might have negative impacts on active travel users on the main road.	N/A	The policy has positive effects as improving traffic efficiency through traffic signal network could enhance road safety for all users.	Policy could make more explicit reference to considerations for active travel management in relation to urban traffic management.	N	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	+	+	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to considerations for active travel management in relation to urban traffic management.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	+	+	+	D	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has positive effects as improving traffic efficiency through traffic signal network could calm traffic.	Policy could make more explicit reference to considerations for residential areas and deprived areas in relation to traffic management.	N	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	+	+	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to considerations for residential areas and deprived areas in relation to traffic management.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	+	+	+	D	T	Regional	Local community, built environment, service and facility	Focusing on the movement of private vehicles and public transport might have negative impacts on active travel users on the main road.	N/A	The policy has positive effects as improving traffic efficiency through traffic signal network could enhance road safety.	Policy could make more explicit reference to considerations for residential areas and deprived areas in relation to traffic management. Policy could also make more explicit reference to considerations for active travel management	N	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	+	+	+	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to considerations for residential areas and deprived areas in relation to traffic management. Policy could also make more explicit reference to considerations for active travel management
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	O	O	O	I	T	Regional	Local community, air quality, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to the environmental impacts of transport, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	O	O	O	I	P	Regional	Local community, noise level	N/A	N/A	The policy has neutral effects as there is no reference to the environmental impacts of transport, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	O	O	O	I	T	Regional	Local community, air quality, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the environmental impacts of transport, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	O	O	O	I	P	Regional	Local community, air quality, green and blue infrastructure, built environment	N/A	N/A	The policy has neutral effects as there is no reference to the environmental impacts of transport, however the policy is focused on traffic signal network.	None identified.	No mitigation identified in 2025.	The policy now references the delivery of bus franchising and reducing congestion. The policy no longer references 'benefitting private vehicles'.	O	O	O	Although the policy has been amended by referencing the delivery of bus franchising and reducing congestion, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

Policy Name	RR7																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	O	O	O	I	P	Regional	Air quality, local communities, vulnerable populations	N/A	N/A	The policy has neutral effects as there is no reference to the environmental impacts of transport, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the reviewing the KRN in line with the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	+	+	++	The policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, which will reduce air pollution emissions. Therefore, the scoring has increased to very positive.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	-	-	-	D	T	Regional	Air quality, local communities, transport network, Road network	Improving the efficiency of movements and making sustainable modes of transport more convenient on the Key Route Network could help to reduce emission and improve air quality.	N/A	The policy has negative effects as there is no reference to reducing traffic levels and congestion, whereas the policy is focused on reviewing Key Route Network.	Policy could make more explicit reference to reducing traffic levels and congestion in relation to reviewing and integrating the Key Route Network.	Partially	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	+	+	++	The policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, which will reduce air pollution emissions. Therefore, the scoring has increased to very positive.	Policy could make more explicit reference to reducing traffic levels and congestion in relation to reviewing and integrating the Key Route Network.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitat	N/A	N/A	The policy has neutral effects as there is no reference to the green and blue infrastructure, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	O	O	O	I	T	Regional	Air quality, habitats, protected species, biological and geological sites	Improving the efficiency of movements and making sustainable modes of transport more convenient on the Key Route Network could help to reduce emission and improve air quality, which could reduce impacts on habitats and important sites.	N/A	The policy has neutral effects as there is no reference to the environmental impacts of transport, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	Policy could make more explicit reference to avoiding impacts on habitats and important sites in relation to reviewing and integrating the Key Route Network.	N	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to avoiding impacts on habitats and important sites in relation to reviewing and integrating the Key Route Network.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, wildlife corridors and networks	N/A	N/A	The policy has neutral effects as there is no reference to the green and blue infrastructure, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	O	O	O	I	T	Regional	Green and blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the green and blue infrastructure, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	O	O	O	I	P	Regional	Transport infrastructure, wildlife, biodiversity	N/A	N/A	The policy has neutral effects as there is no reference to the nature recovery, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	O	O	O	I	P	Regional	Carbon sinks, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the carbon sinks, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	O	O	O	I	P	Regional	Local communities, green and blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the green and blue infrastructure, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	+	+	++	The policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, which will improve access to different spaces, infrastructure, and facilities. Therefore, the scoring has increased to very positive.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?	O	O	O	I	T	Regional	Natural environment, local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to the nature recovery, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	-	-	-	I	T	Regional	Transport network, transport infrastructure, local communities	N/A	Through integrating the Key Route Network with the Strategic Route Network, alongside policies that promotes modal shift to sustainable modes of transport, the policy could significantly contribute to promoting the use of sustainable forms of transport.	The policy has negative effects as there is no reference to enhancing public transport availability and accessibility, whereas the policy aims to integrate the Key Route Network with the Strategic Route Network.	Policy could make more explicit reference to enhancing the efficiency and convenience of public transport and active travel through reviewing and integrating the Key Route Network.	Y	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	+	+	++	The policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport. Therefore, the scoring has increased to very positive.	None identified.

3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	-	-	-	I	T	Regional	Transport network, transport infrastructure, local communities	N/A	Through integrating the Key Route Network with the Strategic Route Network, alongside disincentives for private car use, the policy could significantly contribute to enhancing and promoting the use of sustainable forms of transport.	The policy has negative effects as there is no reference to encouraging a reduction in private car use, whereas the policy aims to integrate the Key Route Network with the Strategic Route Network.	Policy could make more explicit reference to disincentives for private car use through reviewing and integrating the Key Route Network.	N	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	+	+	++	The policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport. Therefore, the scoring has increased to very positive.	Policy could make more explicit reference to disincentives for private car use through reviewing and integrating the Key Route Network.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	-	-	-	D	T	Regional	Transport network, air quality, local communities	Enhancing and integrating the route networks could greatly enhance efficiency in transport movements.	N/A	The policy has negative effects as there is no reference to encouraging greater carbon efficiency in transport movement, whereas the policy aims to integrate the Key Route Network with the Strategic Route Network.	Policy could make more explicit reference to encouraging carbon efficiency in relation to integrating the Key Route Network.	Partially	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	+	+	++	The policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport. Therefore, the scoring has increased to very positive.	Policy could make more explicit reference to encouraging carbon efficiency in relation to integrating the Key Route Network.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	O	O	O	I	P	Wider	Transport network, air quality, local communities	N/A	N/A	The policy has neutral effects as there is no reference to the technologies, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	?	?	?	D	P	Regional	Transport network, air quality, local communities	N/A	N/A	The policy has uncertain effects as the policy promoted quality integrated route network, however there is no reference to enhancing or providing low-carbon passenger travel.	Policy could make more explicit reference to promoting low-carbon passenger travel through reviewing and integrating the Key Route Network.	N	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	+	+	++	The policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport. Therefore, the scoring has increased to very positive.	Policy could make more explicit reference to promoting low-carbon passenger travel through reviewing and integrating the Key Route Network.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	O	O	O	I	T	Wider	Transport network, natural environment	N/A	N/A	The policy has neutral effects as there is no reference to the climate change mitigation, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	O	O	O	I	T	Regional	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the low carbon energy generation, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	-	-	-	D	P	Regional	Local communities, rural communities, transport network	N/A	N/A	The policy has negative effects, as there is no reference to considerations for the specific transport needs of rural communities, whereas the policy aims to integrate the Key Route Network with the Strategic Route Network.	Policy could make more explicit reference to the specific transport needs of rural communities in relation to integrating the Key Route Network.	N	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	-	-	-	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the specific transport needs of rural communities in relation to integrating the Key Route Network.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	O	O	O	I	T	Wider	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the low carbon construction, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	O	O	O	I	T	Regional	Air quality, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to reducing emissions through development or maintenance of infrastructure, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	O	O	O	I	T	Regional	Air quality, transport infrastructure, energy infrastructure, local communities	N/A	N/A	The policy has neutral effects as there is no reference to reducing emissions through development or maintenance of infrastructure, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	+	+	++	The policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, which will contribute to achieving Net Zero. Therefore, the scoring has increased to very positive.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	-	-	-	D	T	Wider	Transport network, natural environment, built environment	N/A	N/A	The policy has negative effects as there is no reference to considerations for extreme weather events, whereas the policy aims to improve and integrate the Key Route Network.	Policy could make more explicit reference to eviction plans before and during extreme weather events in relation to reviewing the Key Route Network.	N	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	-	-	-	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to eviction plans before and during extreme weather events in relation to reviewing the Key Route Network.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to the flood risk adaptations, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to the flood risk adaptations, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to the flood risk adaptations, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	-	-	-	D	P	Wider	natural environment, built environment, local communities, transport network	N/A	N/A	The policy has negative effects as there is no reference to considerations for climatic effects, whereas the policy aims to improve and integrate the Key Route Network.	Policy could make more explicit reference to eviction plans before and during extreme weather events in relation to reviewing the Key Route Network.	N	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	-	-	-	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to eviction plans before and during extreme weather events in relation to reviewing the Key Route Network.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	O	O	O	I	T	Regional	Flood risk, transport network	N/A	N/A	The policy has neutral effects as there is no reference to the flood risk adaptations, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	O	O	O	I	T	Wider	Transport network, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the resource efficiency, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	O	O	O	I	T	Regional	Waste management infrastructure, local communities	N/A	N/A	The policy has neutral effects as there is no reference to the waste management, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	O	O	O	I	T	Regional	Waste management infrastructure, local communities, supply chain, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to the recycling, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	-	-	-	I	P	Regional	Transport infrastructure, energy infrastructure	N/A	Through integrating the Key Route Network with the Strategic Route Network, alongside policies that promotes modal shift to sustainable modes of transport, the policy could significantly contribute to promoting the use of sustainable forms of transport.	The policy has negative effects as there is no reference to enhancing the quality of public transport service or active travel, whereas the policy aims to integrate the Key Route Network with the Strategic Route Network.	Policy could make more explicit reference to enhancing the efficiency and convenience of public transport and active travel through reviewing and integrating the Key Route Network.	Y	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	+	+	++	The policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, which will help to reduce fuel consumption. Therefore, the scoring has increased to very positive.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	O	O	O	I	T	Regional	Supply chain, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to the suppliers, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	O	O	O	I	T	Regional	Water quality, road infrastructure, drainage system	N/A	N/A	The policy has neutral effects as there is no reference to the water quality, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	O	O	O	I	P	Regional	Road infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the surfacing, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	O	O	O	I	T	Regional	Green and blue infrastructure, water quality	N/A	N/A	The policy has neutral effects as there is no reference to the green and blue infrastructure, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	O	O	O	I	T	Regional	Habitats, water quality	N/A	N/A	The policy has neutral effects as there is no reference to the nature-based solutions, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	O	O	O	I	T	Regional	Green and blue infrastructure, habitats, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to the blue infrastructure, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	O	O	O	I	P	Regional	Drainage system, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to the flood risk adaptations, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	O	O	O	I	T	Regional	Drainage system, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to the land use, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	O	O	O	I	T	Regional	Soil resource, peatland, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to soil or land contaminations, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	O	O	O	I	T	Regional	Soil resource	N/A	N/A	The policy has neutral effects as there is no reference to soil or land contaminations, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	O	O	O	I	T	Regional	Mineral safeguarding areas	N/A	N/A	The policy has neutral effects as there is no reference to mineral safeguarding areas, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	O	O	O	I	T	Regional	Soil resource, contaminated land	N/A	N/A	The policy has neutral effects as there is no reference to soil or land contaminations, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	O	O	O	I	T	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	-	-	-	I	P	Regional	Local communities, cultural and heritage asset, historic and culturally important sites, transport network	N/A	Through integrating the Key Route Network with the Strategic Route Network, alongside policies that promotes modal shift to sustainable modes of transport, the policy could significantly contribute to promoting the use of sustainable forms of transport.	The policy has negative effects as there is no reference to enhancing the accessibility of public transport service or active travel, whereas the policy aims to integrate the Key Route Network with the Strategic Route Network.	Policy could make more explicit reference to enhancing the efficiency and accessibility of public transport and active travel through reviewing and integrating the Key Route Network.	Y	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	+	+	++	The policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, which will improve access to different spaces, infrastructure, and facilities. Therefore, the scoring has increased to very positive.	None identified.

8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure, natural environment, landscape, built environment	N/A	N/A	The policy has neutral effects as there is no reference to landscape or townscapes, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	O	O	O	I	T	Regional	Landscape, natural environment	N/A	N/A	The policy has neutral effects as there is no reference to landscape or townscapes, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	O	O	O	I	P	Regional	Air quality, green and blue infrastructure, landscape, built environment	N/A	N/A	The policy has neutral effects as there is no reference to the green and blue infrastructure, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	-	-	-	I	T	Regional	Public rights of way	Movements on the Key Route Network could pose constraints for users of the public rights of way when they meet the main road users at junctions.	N/A	The policy has negative effects as there is no reference to protecting users of public rights of ways, whereas the policy aims to improve and integrate the Key Route Network.	Policy could make more explicit reference to protecting users of public rights of ways through reviewing and integrating the Key Route Network.	N	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	-	-	-	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to protecting users of public rights of ways through reviewing and integrating the Key Route Network.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	O	O	O	I	P	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to landscape or townscapes, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	O	O	O	I	T	Regional	Built environment	N/A	N/A	The policy has neutral effects as there is no reference to streetscapes, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	-	-	-	D	T	Regional	Road network, transport network	N/A	Through integrating the Key Route Network with the Strategic Route Network, alongside disincentives for private car use, the policy could significantly contribute to enhancing and promoting the use of sustainable forms of transport.	The policy has negative effects as there is no reference to encouraging a reduction in private car use, whereas the policy aims to integrate the Key Route Network with the Strategic Route Network.	Policy could make more explicit reference to disincentives for private car use through reviewing and integrating the Key Route Network.	N	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	-	-	-	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to disincentives for private car use through reviewing and integrating the Key Route Network.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	-	-	-	D	P	Regional	Local communities, built environment, employment sites, open space, services and facilities	N/A	Through integrating the Key Route Network with the Strategic Route Network, alongside policies that promotes modal shift to sustainable modes of transport, the policy could significantly contribute to promoting the use of sustainable forms of transport.	The policy has negative effects as there is no reference to enhancing the accessibility of public transport service or active travel, whereas the policy aims to integrate the Key Route Network with the Strategic Route Network.	Policy could make more explicit reference to enhancing the efficiency and accessibility of public transport and active travel through reviewing and integrating the Key Route Network.	Y	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	+	+	++	The policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, which will improve access to different spaces, infrastructure, and facilities. Therefore, the scoring has increased to very positive.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	-	-	-	D	P	Regional	Local communities, road infrastructure, transport network	N/A	N/A	The policy has negative effects as there is no reference to improving active travel infrastructure, whereas the policy aims to improve and integrate the Key Route Network.	Policy could make more explicit reference to enhancing the quality and availability of active travel infrastructure through reviewing and integrating the Key Route Network.	N	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	+	+	+	The policy has been amended by referencing ensuring the efficiency and accessibility of public transport along with other modes, which could include active travel. Therefore, the scoring has increased to positive.	Policy could make more explicit reference to enhancing the quality and availability of active travel infrastructure through reviewing and integrating the Key Route Network.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, landscape, road infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the green and blue infrastructure, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	-	-	-	I	T	Regional	Transport network, transport infrastructure, local communities	N/A	Through integrating the Key Route Network with the Strategic Route Network, alongside policies that promotes modal shift to sustainable modes of transport, the policy could significantly contribute to promoting the use of sustainable forms of transport.	The policy has negative effects as there is no reference to promoting public transport or active travel, whereas the policy aims to integrate the Key Route Network with the Strategic Route Network.	Policy could make more explicit reference to enhancing the efficiency, accessibility, and convenience of public transport and active travel through reviewing and integrating the Key Route Network.	Y	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	+	+	++	The policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport. Therefore, the scoring has increased to very positive.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	O	O	O	I	P	Regional	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the charging points, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	O	O	O	I	P	Regional	Local communities, built environment, employment sites, housing sites, transport network	N/A	Through integrating the Key Route Network with the Strategic Route Network, alongside policies that promotes modal shift to sustainable modes of transport, the policy could significantly contribute to promoting the use of sustainable forms of transport.	The policy has negative effects as there is no reference to enhancing the accessibility of public transport service or active travel, whereas the policy aims to integrate the Key Route Network with the Strategic Route Network.	Policy could make more explicit reference to enhancing the efficiency and accessibility of public transport and active travel through reviewing and integrating the Key Route Network.	Y	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	-	-	-	D	P	Regional	Local communities, employment sites, vulnerable population	N/A	Through integrating the Key Route Network with the Strategic Route Network, alongside policies that promotes modal shift to sustainable modes of transport, the policy could significantly contribute to promoting the use of sustainable forms of transport.	The policy has negative effects as there is no reference to enhancing the accessibility of public transport service or active travel, whereas the policy aims to integrate the Key Route Network with the Strategic Route Network.	Policy could make more explicit reference to enhancing the efficiency and accessibility of public transport and active travel through reviewing and integrating the Key Route Network.	Y	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	+	+	++	The policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, which will improve access to different spaces, infrastructure, and facilities. Therefore, the scoring has increased to very positive.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	-	-	-	D	P	Wider	Local communities, built environment, services and facilities	N/A	N/A	The policy has negative effects as there is no reference to enhancing the accessibility to key services and facilities, whereas the policy aims to integrate the Key Route Network with the Strategic Route Network.	Policy could make more explicit reference to enhancing the accessibility to key destinations through reviewing and integrating the Key Route Network.	Y	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	+	+	++	The policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, which will improve access to different spaces, infrastructure, and facilities. Therefore, the scoring has increased to very positive.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	-	-	-	D	T	Wider	Local communities, transport network	N/A	N/A	The policy has negative effects as there is no reference to reducing journey times for passengers and freight, whereas the policy aims to integrate the Key Route Network with the Strategic Route Network.	Policy could make more explicit reference to reducing journey times for passengers and freight through reviewing and integrating the Key Route Network.	Y	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	+	+	++	The policy has been amended by referencing ensuring the efficiency and accessibility of public transport along with other modes, which could include reducing journey times. Therefore, the scoring has increased to very positive.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	O	O	O	I	T	Regional	Local economy, transport network, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to decarbonisation, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	O	O	O	I	T	Regional	Local economy, transport network, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to investments, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	-	-	-	D	P	Wider	Air quality, employment site, housing site, transport network	N/A	Through integrating the Key Route Network with the Strategic Route Network, alongside policies that promotes modal shift to sustainable modes of transport, the policy could significantly contribute to promoting the use of sustainable forms of transport.	The policy has negative effects as there is no reference to enhancing the accessibility of public transport service or active travel, whereas the policy aims to integrate the Key Route Network with the Strategic Route Network.	Policy could make more explicit reference to enhancing the efficiency and accessibility of public transport and active travel through reviewing and integrating the Key Route Network.	Y	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	+	+	++	The policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, which will improve access to different spaces, infrastructure, and facilities. Therefore, the scoring has increased to very positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	O	O	O	I	P	Regional	Air quality, local communities, vulnerable population, air quality	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	O	O	O	I	P	Regional	Air quality, local communities	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	-	-	-	D	P	Wider	Built environment, service and facility, transport network	N/A	Through integrating the Key Route Network with the Strategic Route Network, alongside policies that promotes modal shift to sustainable modes of transport, the policy could significantly contribute to promoting the use of sustainable forms of transport.	The policy has negative effects as there is no reference to enhancing the accessibility of public transport service or active travel, whereas the policy aims to integrate the Key Route Network with the Strategic Route Network.	Policy could make more explicit reference to enhancing the efficiency and accessibility of public transport and active travel through reviewing and integrating the Key Route Network.	Y	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	+	+	++	The policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, which will improve access to different spaces, infrastructure, and facilities. Therefore, the scoring has increased to very positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	O	O	O	I	P	Regional	Employment site, open space, built environment, transport network	N/A	N/A	The policy has neutral effects as there is no reference to accessibility within local communities, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	+	+	++	The policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, which will improve access to different spaces, infrastructure, and facilities. Therefore, the scoring has increased to very positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	-	-	-	D	T	Wider	Local communities, transport network	Movements on the Key Route Network could pose constraints for vulnerable users when they meet the main road users at crossings, which could introduce severance issues.	N/A	The policy has negative effects as there is no reference to reducing severance issues, whereas the policy aims to improve and integrate the Key Route Network.	Policy could make more explicit reference to reducing severance issues through reviewing and integrating the Key Route Network.	N	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	+	+	++	The policy has been amended by referencing ensuring the efficiency and accessibility of public transport along with other modes, which could include active travel, helping to reduce severance. Therefore, the scoring has increased to very positive.	Policy could make more explicit reference to reducing severance issues through reviewing and integrating the Key Route Network.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	O	O	O	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to equality, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	O	O	O	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to inclusive designs, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities, services and facilities	N/A	N/A	The policy has neutral effects as there is no reference to affordability, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	+	+	+	D	P	Wider	Local communities, transport network	N/A	N/A	The policy has positive effects as integration of the Key Route Network could improve connections between communities across the wider region.	Policy could make more explicit reference to improving connectivity through the integrations of the Key Route Network.	N	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	+	+	++	The policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, which will improve connections between communities. Therefore, the scoring has increased to very positive.	Policy could make more explicit reference to improving connectivity through the integrations of the Key Route Network.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	-	-	-	I	P	Wider	Transport network, transport infrastructure, local communities, vulnerable population	N/A	Through integrating the Key Route Network with the Strategic Route Network, alongside policies that promotes modal shift to sustainable modes of transport, the policy could significantly contribute to promoting the use of sustainable forms of transport.	The policy has negative effects as there is no reference to enhancing the accessibility of public transport service or active travel, whereas the policy aims to integrate the Key Route Network with the Strategic Route Network.	Policy could make more explicit reference to enhancing the efficiency and accessibility of public transport and active travel through reviewing and integrating the Key Route Network. The policy could also make more explicit considerations to the specific needs of deprived areas in terms of reviewing the network.	Partially	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	+	+	++	The policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, which will improve access to different spaces, infrastructure, and facilities. Therefore, the scoring has increased to very positive.	The policy could also make more explicit considerations to the specific needs of deprived areas in terms of reviewing the network.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	-	-	-	I	T	Wider	Local communities, transport network	N/A	Through integrating the Key Route Network with the Strategic Route Network, alongside providing updated information to all users, the policy could significantly contribute to enhancing and promoting the use of sustainable forms of transport.	The policy has negative effects as there is no reference to enhancing access to information for sustainable transport options, whereas the policy aims to integrate the Key Route Network with the Strategic Route Network.	Policy could make more explicit reference to improving access to information for public transport service and active travel users through reviewing and integrating the Key Route Network.	N	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	-	-	-	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to improving access to information for public transport service and active travel users through reviewing and integrating the Key Route Network.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to the public realm, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	-	-	-	D	T	Wider	Local community, built environment, service and facility	Movements on the Key Route Network could pose constraints for vulnerable users when they meet the main road users at crossings.	N/A	The policy has negative effects as there is no reference to enhancing safety and reducing impacts on vulnerable users, whereas the policy aims to review and integrate the Key Route Network.	Policy could make more explicit reference to measures that calm traffic and reduce risks on vulnerable users through reviewing and integrating the Key Route Network.	N	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	-	-	-	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to measures that calm traffic and reduce risks on vulnerable users through reviewing and integrating the Key Route Network.

14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	-	-	-	D	T	Regional	Local community, built environment, service and facility	Movements on the Key Route Network could pose constraints for vulnerable users when they meet the main road users at crossings.	N/A	The policy has negative effects as there is no reference to enhancing safety and reducing impacts on vulnerable users, whereas the policy aims to review and integrate the Key Route Network.	Policy could make more explicit reference to measures that calm traffic and reduce risks on vulnerable users through reviewing and integrating the Key Route Network.	N	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	-	-	-	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to measures that calm traffic and reduce risks on vulnerable users through reviewing and integrating the Key Route Network.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	-	-	-	D	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has negative effects as there is no reference to traffic calming measures, whereas the policy aims to review and integrate the Key Route Network.	Policy could make more explicit reference to measures that calm traffic and reduce risks on vulnerable users through reviewing and integrating the Key Route Network.	N	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	-	-	-	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to measures that calm traffic and reduce risks on vulnerable users through reviewing and integrating the Key Route Network.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	-	-	-	D	T	Regional	Local community, built environment, service and facility	Movements on the Key Route Network could pose constraints for vulnerable users when they meet the main road users at crossings.	N/A	The policy has negative effects as there is no reference to enhancing safety and reducing impacts on vulnerable users, whereas the policy aims to review and integrate the Key Route Network.	Policy could make more explicit reference to measures that calm traffic and reduce risks on vulnerable users through reviewing and integrating the Key Route Network.	N	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	-	-	-	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to measures that calm traffic and reduce risks on vulnerable users through reviewing and integrating the Key Route Network.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	O	O	O	I	T	Regional	Local community, air quality, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to the environmental impacts of transport, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	O	O	O	I	P	Regional	Local community, noise level	N/A	N/A	The policy has neutral effects as there is no reference to the environmental impacts of transport, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	O	O	O	I	T	Regional	Local community, air quality, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the environmental impacts of transport, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	O	O	O	I	P	Regional	Local community, air quality, green and blue infrastructure, built environment	N/A	N/A	The policy has neutral effects as there is no reference to the environmental impacts of transport, however the policy is focused on integrating the Key Route Network with the Strategic Route Network.	None identified.	No mitigation identified in 2025.	The policy now references the public transport network and ensuring the efficiency and accessibility of public transport alongside other modes.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

Policy Name	RR8																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	-	-	-	I	P	Regional	Air quality, local communities, vulnerable populations	N/A	N/A	The policy has negative effects as there is no reference to reducing air pollutions, whereas the policy aims to reduce negative impacts on communities and the environment.	Policy could make more explicit reference to reducing air pollutants near areas with low air quality in relation to reducing negative impacts of freight and logistics on communitieis and the environment.	N	The policy now references investigating options for modal shift of freight traffic and improving safety.	+	+	+	The policy has been amended by referencing investigating options for modal shift of freight traffic, which will reduce air pollution emissions. Therefore, the scoring has increased to positive.	Policy could make more explicit reference to reducing air pollutants near areas with low air quality in relation to reducing negative impacts of freight and logistics on communitieis and the environment.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	-	-	-	I	T	Regional	Air quality, local communities, transport network, Road network	N/A	N/A	The policy has negative effects as there is no reference to reducing air pollutions, whereas the policy aims to reduce negative impacts on communities and the environment.	Policy could make more explicit reference to reducing air pollutants in relation to reducing negative impacts of freight and logistics on communitieis and the environment.	N	The policy now references investigating options for modal shift of freight traffic and improving safety.	+	+	+	The policy has been amended by referencing investigating options for modal shift of freight traffic, which will reduce air pollution emissions. Therefore, the scoring has increased to positive.	Policy could make more explicit reference to reducing air pollutants in relation to reducing negative impacts of freight and logistics on communitieis and the environment.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitat	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	-	-	-	D	T	Regional	Air quality, habitats, protected species, biological and geological sites	N/A	N/A	The policy has negative effects as there is no reference to avoiding impacts on habitats and important sites, whereas the policy aims to reduce negative impacts on communities and the environment.	Policy could make more explicit reference to avoiding impacts on habitats and importnat sites in relation to reducing negative impacts of freight and logistics on communitieis and the environment.	N	The policy now references investigating options for modal shift of freight traffic and improving safety.	-	-	-	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to avoiding impacts on habitats and importnat sites in relation to reducing negative impacts of freight and logistics on communitieis and the environment.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, wildlife corridors and networks	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	O	O	O	I	T	Regional	Green and blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	O	O	O	I	P	Regional	Transport infrastructure, wildlife, biodiversity	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	O	O	O	I	P	Regional	Carbon sinks, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to carbon sinks, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	O	O	O	I	P	Regional	Local communities, green and blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?’	O	O	O	I	T	Regional	Natural environment, local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to nature recovery, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has neutral effects as there is no reference to public transport, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	+	+	+	The policy has been amended by referencing investigating options for modal shift of freight traffic. Therefore, the scoring has increased to positive.	None identified.

3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has neutral effects as there is no reference to private car use, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	-	-	-	D	T	Regional	Transport network, air quality, local communities	Improving the reliability and efficiency of freight and logistics could promote greater carbon efficiency in the movement of goods.	N/A	The policy has negative effects as there is no reference to encouraging greater carbon efficiency, whereas the policy aims to reduce negative impacts on communities and the environment.	Policy could make more explicit reference to encouraging greater carbon efficiency in relation to reducing negative impacts of freight and logistics on communities and the environment.	N	The policy now references investigating options for modal shift of freight traffic and improving safety.	-	-	-	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to encouraging greater carbon efficiency in relation to reducing negative impacts of freight and logistics on communities and the environment.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	-	-	-	I	P	Wider	Transport network, air quality, local communities	N/A	Exploring opportunities of using low carbon technologies in freight and logistics alongside the policy could promote more sustainability within the sector.	The policy has negative effects as there is no reference to low carbon technologies, whereas the policy aims to reduce negative impacts on communities and the environment.	Policy could make more explicit reference to encouraging the use of low carbon technologies in relation to reducing negative impacts of freight and logistics on communities and the environment.	N	The policy now references investigating options for modal shift of freight traffic and improving safety.	-	-	-	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to encouraging the use of low carbon technologies in relation to reducing negative impacts of freight and logistics on communities and the environment.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	O	O	O	I	P	Regional	Transport network, air quality, local communities	N/A	N/A	The policy has neutral effects as there is no reference to low carbon passenger travel, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	O	O	O	I	T	Wider	Transport network, natural environment	N/A	N/A	The policy has neutral effects as there is no reference to climate change, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	-	-	-	I	T	Regional	Transport infrastructure, energy infrastructure	N/A	Exploring opportunities of using low carbon technologies in freight and logistics alongside the policy could promote more sustainability within the sector.	The policy has negative effects as there is no reference to low carbon energy generation, whereas the policy aims to reduce negative impacts on communities and the environment.	Policy could make more explicit reference to encouraging low carbon energy generation in relation to reducing negative impacts of freight and logistics on communities and the environment.	N	The policy now references investigating options for modal shift of freight traffic and improving safety.	-	-	-	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to encouraging low carbon energy generation in relation to reducing negative impacts of freight and logistics on communities and the environment.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	O	O	O	I	P	Regional	Local communities, rural communities, transport network	N/A	Exploring opportunities of using low carbon technologies in freight and logistics alongside the policy could promote more sustainability within the sector.	The policy has negative effects as there is no reference to transport needs, whereas the policy aims to reduce negative impacts on communities and the environment.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	O	O	O	I	T	Wider	Transport infrastructure, energy infrastructure	N/A	Exploring opportunities of using low carbon technologies in freight and logistics alongside the policy could promote more sustainability within the sector.	The policy has negative effects as there is no reference to low carbon construction, whereas the policy aims to reduce negative impacts on communities and the environment.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	O	O	O	I	T	Regional	Air quality, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	O	O	O	I	T	Regional	Air quality, transport infrastructure, energy infrastructure, local communities	N/A	N/A	The policy has neutral effects as there is no reference to net zero target, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	+	+	+	The policy has been amended by referencing investigating options for modal shift of freight traffic, which will contribute to achieving Net Zero. Therefore, the scoring has increased to positive.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	-	-	-	D	T	Wider	Transport network, natural environment, built environment	N/A	N/A	The policy has negative effects as there is no reference to extreme weather events, whereas the policy aims to improve the resilience of the freight and logistics sector.	Policy could make more explicit reference to plans for extreme weather events in relation to resilience of the freight and logistics sector.	N	The policy now references investigating options for modal shift of freight traffic and improving safety.	+	+	+	The policy has been amended by referencing improving safety, which could include during extreme weather events. Therefore, the scoring has increased to positive.	Policy could make more explicit reference to plans for extreme weather events in relation to resilience of the freight and logistics sector.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to flood risks, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to flood risks, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	-	-	-	I	P	Wider	natural environment, built environment, local communities, transport network	N/A	N/A	The policy has negative effects as there is no reference to climatic effects, whereas the policy aims to improve the resilience of the freight and logistics sector.	Policy could make more explicit reference to plans for extreme weather events in relation to resilience of the freight and logistics sector.	N	The policy now references investigating options for modal shift of freight traffic and improving safety.	+	+	+	The policy has been amended by referencing improving safety, which could include during extreme weather events. Therefore, the scoring has increased to positive.	Policy could make more explicit reference to plans for extreme weather events in relation to resilience of the freight and logistics sector.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	O	O	O	I	T	Regional	Flood risk, transport network	N/A	N/A	The policy has neutral effects as there is no reference to flood risks, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	-	-	-	I	T	Wider	Transport network, energy infrastructure	Improved freight and logistics can promote resource efficiency through efficient packaging and transportation, supporting the recycling and reuse of materials.	N/A	The policy has negative effects as there is no reference to promoting resource efficiency, whereas the policy aims to deliver sustainable freight and logistics and reduce negative impacts on communities and the environment.	Policy could make more explicit reference to plans to support circular economy in relation to improving the sustainability of freight and logistics practices.	N	The policy now references investigating options for modal shift of freight traffic and improving safety.	-	-	-	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to plans to support improving the sustainability of freight and logistics practices.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	-	-	-	I	T	Regional	Waste management infrastructure, local communities	Improved logistics operations can help to reduce waste and optimise the efficiency in waste transportation.	N/A	The policy has negative effects as there is no reference to waste management practices, whereas the policy aims to deliver sustainable freight and logistics and reduce negative impacts on communities and the environment.	Policy could make more explicit reference to plans to support sustainable waste management practices in relation to improving the sustainability of freight and logistics practices.	N	The policy now references investigating options for modal shift of freight traffic and improving safety.	-	-	-	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to plans to support sustainable waste management practices in relation to improving the sustainability of freight and logistics practices.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	-	-	-	I	T	Regional	Waste management infrastructure, local communities, supply chain, construction industry	Improved freight and logistics can promote resource efficiency through efficient packaging and transportation, supporting the recycling and reuse of materials.	N/A	The policy has negative effects as there is no reference to promoting recycling materials, whereas the policy aims to deliver sustainable freight and logistics and reduce negative impacts on communities and the environment.	Policy could make more explicit reference to plans to support circular economy in relation to improving the sustainability of freight and logistics practices.	N	The policy now references investigating options for modal shift of freight traffic and improving safety.	-	-	-	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to plans to support circular economy in relation to improving the sustainability of freight and logistics practices.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	O	O	O	I	P	Regional	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to sustainable modes of transport, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	+	++	++	The policy has been amended by referencing investigating options for modal shift of freight traffic. Therefore, the scoring has increased to very positive.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	-	-	-	I	T	Regional	Supply chain, construction industry	N/A	Promoting the use of local suppliers could reduce the necessary distance for freight and logistics travels, hence help to improve sustainability of the sector.	The policy has negative effects as there is no reference to promoting the use of local suppliers, whereas the policy aims to improve the resilience of the freight and logistics sector.	Policy could make more explicit reference to plans to promote the use of local suppliers in relation to improving the sustainability of freight and logistics practices.	N	The policy now references investigating options for modal shift of freight traffic and improving safety.	-	-	-	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to plans to promote the use of local suppliers in relation to improving the sustainability of freight and logistics practices.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	O	O	O	I	T	Regional	Water quality, road infrastructure, drainage system	N/A	N/A	The policy has neutral effects as there is no reference to drainage, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	O	O	O	I	P	Regional	Road infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to surfacing, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	O	O	O	I	T	Regional	Green and blue infrastructure, water quality	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	O	O	O	I	T	Regional	Habitats, water quality	N/A	N/A	The policy has neutral effects as there is no reference to nature-based solutions, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	O	O	O	I	T	Regional	Green and blue infrastructure, habitats, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	O	O	O	I	P	Regional	Drainage system, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to drainage, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	O	O	O	I	T	Regional	Drainage system, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to land use, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	O	O	O	I	T	Regional	Soil resource, peatland, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to soil or contaminated land, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	O	O	O	I	T	Regional	Soil resource	N/A	N/A	The policy has neutral effects as there is no reference to soil or contaminated land, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	O	O	O	I	T	Regional	Mineral safeguarding areas	N/A	N/A	The policy has neutral effects as there is no reference to mineral safeguarding areas, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	O	O	O	I	T	Regional	Soil resource, contaminated land	N/A	N/A	The policy has neutral effects as there is no reference to soil or contaminated land, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g. locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	O	O	O	I	T	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to cultural or heritage assets, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	O	O	O	I	P	Regional	Local communities, cultural and heritage asset, historic and culturally important sites, transport network	N/A	N/A	The policy has neutral effects as there is no reference to sustainable modes of transport, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to cultural or heritage assets, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure, natural environment, landscape, built environment	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	O	O	O	I	T	Regional	Landscape, natural environment	N/A	N/A	The policy has neutral effects as there is no reference to landscapes or townscapes, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	O	O	O	I	P	Regional	Air quality, green and blue infrastructure, landscape, built environment	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	O	O	O	I	T	Regional	Public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to public rights of way, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	O	O	O	I	P	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to buildings or townscapes, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	+	+	+	D	T	Regional	Built environment	N/A	N/A	The policy has positive effects as there is reference to removing barriers.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	+	+	+	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	O	O	O	I	T	Regional	Road network, transport network	N/A	N/A	The policy has neutral effects as there is no reference to private car use, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	O	O	O	I	P	Regional	Local communities, built environment, employment sites, open space, services and facilities	N/A	N/A	The policy has neutral effects as there is no reference to accessibility, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	O	O	O	I	P	Regional	Local communities, road infrastructure, transport network	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, landscape, road infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to infrastructure, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has neutral effects as there is no reference to sustainable modes of transport, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	+	++	++	The policy has been amended by referencing investigating options for modal shift of freight traffic. Therefore, the scoring has increased to very positive.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	-	-	-	I	P	Regional	Transport infrastructure, energy infrastructure	N/A	Exploring opportunities of using low carbon technologies in freight and logistics alongside the policy could promote more sustainability within the sector.	The policy has negative effects as there is no reference to low carbon technologies, whereas the policy aims to reduce negative impacts on communities and the environment.	Policy could make more explicit reference to encouraging a shift to low emission vehicles and providing charging points for the freight and logistics sector.	Y	The policy now references investigating options for modal shift of freight traffic and improving safety.	-	-	-	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	O	O	O	I	P	Regional	Local communities, built environment, employment sites, housing sites, transport network	N/A	N/A	The policy has neutral effects as there is no reference to sustainable modes of transport, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	O	O	O	I	P	Regional	Local communities, employment sites, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to sustainable modes of transport, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	O	O	O	I	P	Regional	Local communities, built environment, services and facilities	N/A	N/A	The policy has neutral effects as there is no reference to accessibility, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	-	-	-	D	T	Regional	Local communities, transport network	N/A	N/A	The policy has negative effects as there is no reference to reducing the overall journey times, whereas the policy aims to improve the reliability and competitiveness of the freight and logistics sector.	Policy could make more explicit reference to measures that reduce the overall journey times for freight and logistics in relation to improving their reliability and competitiveness.	N	The policy now references investigating options for modal shift of freight traffic and improving safety.	-	-	-	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to measures that reduce the overall journey times for freight and logistics in relation to improving their reliability and competitiveness.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	?	?	?	I	T	Regional	Local economy, transport network, transport infrastructure	N/A	N/A	The policy has uncertain effects as there is no reference to decarbonisation, but improving the competitiveness of the freight and logistics sector could bring positive economic outcomes.	Policy could make more explicit reference to encouraging decarbonisation of the freight and logistics in terms of improving the sustainability of the industry.	Partially	The policy now references investigating options for modal shift of freight traffic and improving safety.	?	?	?	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to encouraging decarbonisation of the freight and logistics in terms of improving the sustainability of the industry.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	+	+	+	I	T	Regional	Local economy, transport network, transport infrastructure	N/A	N/A	The policy has positive effects as there is reference to improving resilience and competitiveness of the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	+	+	+	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	O	O	O	I	P	Regional	Air quality, employment site, housing site, transport network	N/A	N/A	The policy has neutral effects as there is no reference to sustainable modes of transport, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	+	+	+	I	P	Regional	Air quality, local communities, vulnerable population, air quality	N/A	N/A	The policy has positive effects as there is reference to reducing negative impacts on communities, which would promote health and wellbeing.	Policy could make more explicit reference to measures that promotes health and wellbeing in relation to reducing negative impacts on communities.	N	The policy now references investigating options for modal shift of freight traffic and improving safety.	+	+	++	The policy has been amended by referencing investigating options for modal shift of freight traffic, which will reduce air pollution emissions and improve health outcomes. Therefore, the scoring has increased to very positive.	Policy could make more explicit reference to measures that promotes health and wellbeing in relation to reducing negative impacts on communities.

12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	+	+	+	I	P	Regional	Air quality, local communities	N/A	N/A	The policy has positive effects as there is reference to reducing negative impacts on communities, which would promote health and wellbeing.	Policy could make more explicit reference to measures that promotes health and wellbeing in relation to reducing negative impacts on communities.	N	The policy now references investigating options for modal shift of freight traffic and improving safety.	+	+	++	The policy has been amended by referencing investigating options for modal shift of freight traffic, which will reduce air pollution emissions and improve health outcomes. Therefore, the scoring has increased to very positive.	Policy could make more explicit reference to measures that promotes health and wellbeing in relation to reducing negative impacts on communities.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	O	O	O	I	P	Regional	Built environment, service and facility, transport network	N/A	N/A	The policy has neutral effects as there is no reference to sustainable modes of transport, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	O	O	O	I	P	Regional	Employment site, open space, built environment, transport network	N/A	N/A	The policy has neutral effects as there is no reference to accessibility, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	O	O	O	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to severance issues, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	O	O	O	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to equality, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	O	O	O	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to sustainable modes of transport, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities, services and facilities	N/A	N/A	The policy has neutral effects as there is no reference to affordability, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	O	O	O	I	P	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to connectivity, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	O	O	O	I	P	Regional	Transport network, transport infrastructure, local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to sustainable modes of transport, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	O	O	O	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to sustainable modes of transport, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to public safety and security, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to public safety and security, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	O	O	O	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	-	-	-	D	T	Regional	Local community, built environment, service and facility	Freight and logistics vehicles could impose larger treat to vulnerable transport users if not managed property.	N/A	The policy has negative effects as there is no reference to reducing the risks imposed by freight and logistics vehicles on vulnerable transport users, whereas the policy aims to reduce negative impacts on communities.	Policy could make more explicit reference to measures to reduce risks of large vehicles on vulnerable transport users in relation to reducing negative impacts on communities.	Y	The policy now references investigating options for modal shift of freight traffic and improving safety.	+	+	++	The policy has been amended by referencing improving safety. Therefore, the scoring has increased to very positive.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to traffic calming measures, whereas the policy aims to improve the freight and logistics sector.	None identified.	No mitigation identified in 2025.	The policy now references investigating options for modal shift of freight traffic and improving safety.	+	+	++	The policy has been amended by referencing improving safety. Therefore, the scoring has increased to very positive.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	-	-	-	I	T	Regional	Local community, built environment, service and facility	Freight and logistics vehicles could impose larger treat to vulnerable transport users if not managed property.	N/A	The policy has negative effects as there is no reference to reducing the risks imposed by freight and logistics vehicles on vulnerable transport users, whereas the policy aims to reduce negative impacts on communities.	Policy could make more explicit reference to measures to reduce risks of large vehicles on vulnerable transport users in relation to reducing negative impacts on communities.	Y	The policy now references investigating options for modal shift of freight traffic and improving safety.	+	+	++	The policy has been amended by referencing improving safety. Therefore, the scoring has increased to very positive.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	-	-	-	D	T	Regional	Local community, air quality, vulnerable population	N/A	N/A	The policy has negative effects as there is no reference to measures that reduces specific types of pollutions, whereas the policy aims to reduce negative impacts on communities.	Policy could make more explicit reference to measures that reduces specific types of pollutions in relation to reducing negative impacts on communities.	N	The policy now references investigating options for modal shift of freight traffic and improving safety.	-	-	-	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to measures that reduces specific types of pollutions in relation to reducing negative impacts on communities.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	-	-	-	D	P	Regional	Local community, noise level	N/A	N/A	The policy has negative effects as there is no reference to measures that reduces vibrations, whereas the policy aims to reduce negative impacts on communities.	Policy could make more explicit reference to measures that reduces vibrations in relation to reducing negative impacts on communities.	N	The policy now references investigating options for modal shift of freight traffic and improving safety.	-	-	-	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to measures that reduces vibrations in relation to reducing negative impacts on communities.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	-	-	-	D	T	Regional	Local community, air quality, transport infrastructure	N/A	N/A	The policy has negative effects as there is no reference to measures that reduces air pollutions, whereas the policy aims to reduce negative impacts on communities.	Policy could make more explicit reference to measures that reduces air pollutions in relation to reducing negative impacts on communities.	N	The policy now references investigating options for modal shift of freight traffic and improving safety.	-	-	-	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to measures that reduces air pollutions in relation to reducing negative impacts on communities.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	-	-	-	D	P	Regional	Local community, air quality, green and blue infrastructure, built environment	N/A	N/A	The policy has negative effects as there is no reference to improving impact of freight and logistics on the local environment, whereas the policy aims to reduce negative impacts on communities and the environment.	Policy could make more explicit reference to improving impact of freight and logistics on the local environment in relation to reducing negative impacts.	N	The policy now references investigating options for modal shift of freight traffic and improving safety.	-	-	-	Although the policy has been amended by referencing alignment with the public transport network and ensuring the efficiency and accessibility of public transport, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to improving impact of freight and logistics on the local environment in relation to reducing negative impacts.

Policy Name		RR9																		
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	O	O	O	I	P	Regional	Air quality, local communities, vulnerable populations	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on asset management and resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	+	++	The policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure in mind; all of which will help to reduce air pollution. Therefore, the scoring has increased to positive.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	O	O	O	I	T	Regional	Air quality, local communities, transport network, Road network	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on asset management and resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	+	++	The policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure in mind; all of which will help to reduce air pollution. Therefore, the scoring has increased to very positive.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitat	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on asset management and resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	++	++	The policy has been amended by referencing that assets and supporting infrastructure will be designed with blue green infrastructure and supporting natural habitats in mind. Therefore, the scoring has increased to very positive.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	O	O	O	I	T	Regional	Air quality, habitats, protected species, biological and geological sites	N/A	N/A	The policy has neutral effects as there is no reference to habitats and important sites, however the policy is focused on asset management and resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	++	++	The policy has been amended by referencing that assets and supporting infrastructure will be designed with blue green infrastructure and supporting natural habitats in mind. Therefore, the scoring has increased to very positive.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, wildlife corridors and networks	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on asset management and resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	++	++	The policy has been amended by referencing that assets and supporting infrastructure will be designed with blue green infrastructure and supporting natural habitats in mind. Therefore, the scoring has increased to very positive.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	O	O	O	I	T	Regional	Green and blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on asset management and resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	++	++	The policy has been amended by referencing that assets and supporting infrastructure will be designed with blue green infrastructure and supporting natural habitats in mind. Therefore, the scoring has increased to very positive.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	-	-	-	I	P	Regional	Transport infrastructure, wildlife, biodiversity	A focus on managing assets without considerations for climate change and surrounding areas could have negative effects on the resilience of the transport network and biodiversity.	N/A	The policy has negative effects as there is no reference to good design to promote nature recovery, whereas the policy aims to improve resilience of the existing assets and should consider the sustainability and impacts of climate change as well as mitigation measures.	Policy could make more explicit reference to biodiversity net gain and wildlife friendly approaches in relation to asset management to enhance resilience of the estate.	Y	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	++	++	The policy has been amended by referencing that assets and supporting infrastructure will be designed with blue green infrastructure and supporting natural habitats in mind. Therefore, the scoring has increased to very positive.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	-	-	-	I	P	Regional	Carbon sinks, transport infrastructure	N/A	Considerations for implementing carbon sinks could help to mitigate the adverse impact brought by transport on climate change and contribute to improvement of the resilience of existing and new assets.	The policy has negative effects as there is no reference to carbon sinks, whereas the policy aims to improve resilience of the existing assets and should consider the impacts of climate change as well as mitigation measures.	Policy could make more explicit reference to climate change mitigation and adaptation measures such as carbon sinks in relation to enhancing resilience of existing and new assets.	Y	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	+	++	The policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure in mind; all of which will help to reduce air pollution. Therefore, the scoring has increased to very positive.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	O	O	O	I	P	Regional	Local communities, green and blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to promoting accessibility to specific locations, however the policy is focused on managing existing assets across the region.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	++	++	The policy has been amended by referencing that assets and supporting infrastructure will be designed with blue green infrastructure and supporting natural habitats in mind. Therefore, the scoring has increased to very positive.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?	O	O	O	I	T	Regional	Natural environment, local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to nature recovery, however the policy is focused on asset management and resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	++	++	The policy has been amended by referencing that assets and supporting infrastructure will be designed with blue green infrastructure and supporting natural habitats in mind. Therefore, the scoring has increased to very positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has neutral effects as there is no reference to promotion of sustainable transport, however the policy is focused on asset management and resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has neutral effects as there is no reference to private car use, however the policy is focused on asset management and resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	O	O	O	I	T	Regional	Transport network, air quality, local communities	N/A	N/A	The policy has neutral effects as there is no reference to promotion of carbon efficiency, however the policy is focused on asset management and resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	O	O	O	I	P	Wider	Transport network, air quality, local communities	N/A	N/A	The policy has neutral effects as there is no reference to transport technologies, however the policy is focused on asset management and resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	O	O	O	I	P	Regional	Transport network, air quality, local communities	N/A	N/A	The policy has neutral effects as there is no reference to promotion of sustainable transport, however the policy is focused on asset management and resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	-	-	-	D	T	Wider	Transport network, natural environment	A focus on managing assets without considerations for climate change and surrounding areas could have negative effects on the resilience of the transport network.	N/A	The policy has negative effects as there is no reference to climate change mitigation and adaptation, whereas the policy aims to improve resilience of the existing assets.	Policy could make more explicit reference to climate change mitigation and adaptation measures in relation to enhancing resilience of existing and new assets.	Y	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	+	++	The policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures in mind. Therefore, the scoring has increased to very positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	-	-	-	I	T	Wider	Transport infrastructure, energy infrastructure	A focus on managing assets without considerations for low carbon energy generation could have negative effects on the resilience of the transport network.	Promoting active travel alongside asset management could contribute positively to climate change mitigation, and improve the resilience of the transport network.	The policy has negative effects as there is no reference to low energy generation through transport estates, whereas the policy aims to improve resilience of the existing assets and should consider the sustainability and impacts of climate change as well as mitigation measures.	Policy could make more explicit reference to climate change mitigation and adaptation measures including low carbon energy generations in relation to enhancing resilience of existing and new assets.	Y	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	+	++	The policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures in mind. Therefore, the scoring has increased to very positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	-	-	-	D	P	Regional	Local communities, rural communities, transport network	N/A	N/A	The policy has negative effects as there is no reference to considerations for the specific needs of rural communities, whereas the policy aims to deliver a consistency of offer across the regions.	Policy could make more explicit reference to considerations for the specific needs of rural communities in relation to delivering a consistent offer across the transport network.	N	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	-	-	-	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to considerations for the specific needs of rural communities in relation to delivering a consistent offer across the transport network.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	-	-	-	I	T	Wider	Transport infrastructure, energy infrastructure	A focus on managing assets without considerations for low carbon energy construction could have negative effects on the resilience of the transport network.	N/A	The policy has negative effects as there is no reference to low carbon materials and techniques, whereas the policy aims to improve resilience of the existing assets and should consider the sustainability and impacts of climate change as well as mitigation measures.	Policy could make more explicit reference to climate change mitigation and adaptation measures including low carbon construction materials and techniques in relation to enhancing resilience of existing and new assets.	Y	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	-	-	-	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	O	O	O	I	T	Wider	Air quality, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to promotion of sustainable transport, however the policy is focused on asset management and resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	-	-	-	D	T	Regional	Air quality, transport infrastructure, energy infrastructure, local communities	N/A	N/A	The policy has negative effects as there is no reference to supporting net zero targets, whereas the policy aims to improve resilience of the existing assets and should consider the impacts of climate change as well as mitigation measures.	Policy could make more explicit reference to climate change mitigation and adaptation measures in relation to enhancing resilience of existing and new assets.	Y	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	+	++	The policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures in mind. Therefore, the scoring has increased to very positive.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	-	-	-	D	T	Wider	Transport network, natural environment, built environment	A focus on managing assets without considerations for climate change and surrounding areas could have negative effects on the resilience of the transport network.	N/A	The policy has negative effects as there is no reference to extreme weather events, whereas the policy aims to improve resilience of the existing assets and should consider the impacts of climate change as well as mitigation measures.	Policy could make more explicit reference to climate change mitigation and adaptation measures in relation to enhancing resilience of existing and new assets.	Y	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	+	++	The policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures in mind. Therefore, the scoring has increased to very positive.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	-	-	-	D	T	Regional	Air quality, green and blue infrastructure, habitats, flood risk	A lack of consideration for flood risks and drainage schemes through asset management could have negative impacts on the resilience of the existing and new assets.	N/A	The policy has negative effects as there is no reference to flood risks, whereas the policy aims to improve resilience of the existing assets and should consider the impacts of climate change as well as mitigation measures.	Policy could make more explicit reference to climate change mitigation and adaptation measures including flood adaptation schemes in relation to enhancing resilience of existing and new assets.	Y	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	+	++	The policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures in mind. Therefore, the scoring has increased to very positive.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	-	-	-	D	T	Regional	Flood risk, built environment	A lack of consideration for flood risks and drainage schemes through asset management could have negative impacts on the resilience of the existing and new assets.	N/A	The policy has negative effects as there is no reference to floodplains, whereas the policy aims to improve resilience of the existing assets and should consider the impacts of climate change as well as mitigation measures.	Policy could make more explicit reference to climate change mitigation and adaptation measures including flood adaptation schemes in relation to enhancing resilience of existing and new assets.	Y	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	+	++	The policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures in mind. Therefore, the scoring has increased to very positive.	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	–	–	–	D	T	Regional	Flood risk, built environment	A lack of consideration for flood risks and drainage schemes through asset management could have negative impacts on the resilience of the existing and new assets.	N/A	The policy has negative effects as there is no reference to floodplains, whereas the policy aims to improve resilience of the existing assets and should consider the impacts of climate change as well as mitigation measures.	Policy could make more explicit reference to climate change mitigation and adaptation measures including flood adaptation schemes in relation to enhancing resilience of existing and new assets.	Y	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	+	++	The policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures in mind. Therefore, the scoring has increased to very positive.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	–	–	–	D	P	Wider	natural environment, built environment, local communities, transport network	A focus on managing assets without considerations for climate change and surrounding areas could have negative effects on the resilience of the transport network.	N/A	The policy has negative effects as there is no reference to uncertainties in climatic effects, whereas the policy aims to improve resilience of the existing assets and should consider the impacts of climate change as well as mitigation measures.	Policy could make more explicit reference to climate change mitigation and adaptation measures in relation to enhancing resilience of existing and new assets.	Y	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	+	++	The policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures in mind. Therefore, the scoring has increased to very positive.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes do not increase flood risk to others?	–	–	–	D	T	Regional	Flood risk, transport network	A lack of consideration for flood risks and drainage schemes through asset management could have negative impacts on the resilience of the existing and new assets.	N/A	The policy has negative effects as there is no reference to flood risks, whereas the policy aims to improve resilience of the existing assets and should consider the impacts of climate change as well as mitigation measures.	Policy could make more explicit reference to climate change mitigation and adaptation measures in relation to enhancing resilience of existing and new assets.	Y	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	+	++	The policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures in mind. Therefore, the scoring has increased to very positive.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	–	–	–	I	T	Wider	Transport network, energy infrastructure	N/A	N/A	The policy has negative effects as there is no reference to resource efficiency, whereas the policy aims to improve resilience of the existing assets and should consider the sustainability and impacts of climate change as well as mitigation measures.	Policy could make more explicit reference to climate change mitigation and adaptation measures including sustainable and circular practices in relation to enhancing resilience of existing and new assets.	Y	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	+	++	The policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures in mind. Therefore, the scoring has increased to very positive.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	–	–	–	I	T	Wider	Waste management infrastructure, local communities	N/A	N/A	The policy has negative effects as there is no reference to waste management practices, whereas the policy aims to improve resilience of the existing assets and should consider the sustainability and impacts of climate change as well as mitigation measures.	Policy could make more explicit reference to climate change mitigation and adaptation measures including sustainable and circular practices including waste management in relation to enhancing resilience of existing and new assets.	Y	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	+	++	The policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures in mind. Therefore, the scoring has increased to very positive.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	–	–	–	I	T	Wider	Waste management infrastructure, local communities, supply chain, construction industry	N/A	N/A	The policy has negative effects as there is no reference to resource efficiency, whereas the policy aims to improve resilience of the existing assets and should consider the sustainability and impacts of climate change as well as mitigation measures.	Policy could make more explicit reference to climate change mitigation and adaptation measures including sustainable and circular practices including waste management in relation to enhancing resilience of existing and new assets.	Y	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	+	++	The policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures in mind. Therefore, the scoring has increased to very positive.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	O	O	O	I	P	Wider	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to promotion of sustainable transport, however the policy is focused on asset management and resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	O	O	O	I	T	Wider	Supply chain, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to suppliers, however the policy is focused on asset management and resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g. SuDS)?	O	O	O	I	T	Regional	Water quality, road infrastructure, drainage system	N/A	N/A	The policy has neutral effects as there is no reference to water quality, however the policy is focused on asset management and resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	O	O	O	I	P	Regional	Road infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to surfacing, however the policy is focused on asset management and resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	O	O	O	I	T	Regional	Green and blue infrastructure, water quality	N/A	N/A	The policy has neutral effects as there is no reference to water quality, however the policy is focused on asset management and resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	O	O	O	I	T	Regional	Habitats, water quality	N/A	N/A	The policy has neutral effects as there is no reference to habitats, however the policy is focused on asset management and resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	-	-	-	I	T	Regional	Green and blue infrastructure, habitats, flood risk	A lack of consideration for flood risks and adaptation schemes through asset management could have negative impacts on the resilience of the existing and new assets.	N/A	The policy has negative effects as there is no reference to flood risks, whereas the policy aims to improve resilience of the existing assets and should consider the impacts of climate change as well as mitigation measures.	Policy could make more explicit reference to climate change mitigation and adaptation measures including flood adaptation schemes in relation to enhancing resilience of existing and new assets.	Y	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	++	++	The policy has been amended by referencing that assets and supporting infrastructure will be designed with blue green infrastructure and supporting natural habitats in mind. Therefore, the scoring has increased to very positive.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	-	-	-	D	P	Regional	Drainage system, flood risk	A lack of consideration for flood risks and drainage schemes through asset management could have negative impacts on the resilience of the existing and new assets.	N/A	The policy has negative effects as there is no reference to resilience of drainage system, whereas the policy aims to improve resilience of the existing assets and should consider the impacts of climate change as well as mitigation measures.	Policy could make more explicit reference to climate change mitigation and adaptation measures including drainage in relation to enhancing resilience of existing and new assets.	Y	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	+	++	The policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures in mind. Therefore, the scoring has increased to very positive.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	O	O	O	I	T	Regional	Drainage system, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to land use, however the policy is focused on asset management and resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	-	-	-	I	T	Regional	Soil resource, peatland, construction industry	N/A	N/A	The policy has negative effects as there is no reference to soil resource management, whereas the policy aims to improve resilience of the existing assets and should consider the impacts of climate change as well as mitigation measures.	Policy could make more explicit reference to climate change mitigation and adaptation measures in relation to protecting soil resources.	Y	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	+	++	The policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures in mind. Therefore, the scoring has increased to very positive.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	-	-	-	I	T	Regional	Soil resource	N/A	N/A	The policy has negative effects as there is no reference to soil resource management, whereas the policy aims to improve resilience of the existing assets and should consider the impacts of climate change as well as mitigation measures.	Policy could make more explicit reference to climate change mitigation and adaptation measures in relation to protecting soil resources.	Y	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	+	++	The policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures in mind. Therefore, the scoring has increased to very positive.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	O	O	O	I	T	Regional	Mineral safeguarding areas	N/A	N/A	The policy has negative effects as there is no reference to avoiding mineral safeguarding areas, however the policy is focused on asset management and resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	-	-	-	I	T	Regional	Soil resource, contaminated land	N/A	N/A	The policy has negative effects as there is no reference to land contamination, whereas the policy aims to improve resilience of the existing assets and should consider the impacts of climate change as well as mitigation measures.	Policy could make more explicit reference to climate change mitigation and adaptation measures including remediation of contaminated land to enhancing resilience of existing and new assets.	Y	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	+	++	The policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures in mind. Therefore, the scoring has increased to very positive.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	-	-	-	I	T	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has negative effects as there is no reference to protecting and enhancing cultural and heritage assets, whereas the policy aims to recognise the importance of existing assets and improve, which may include historic or culturally important transport infrastructure.	Policy could make more explicit reference to the protection and enhancement of historic or culturally important assets in relation to asset management.	N	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	-	-	-	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the protection and enhancement of historic or culturally important assets in relation to asset management.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	O	O	O	I	P	Regional	Local communities, cultural and heritage asset, historic and culturally important sites, transport network	N/A	N/A	The policy has neutral effects as there is no reference to promoting accessibility to specific locations, however the policy is focused on managing existing assets across the region.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	-	-	-	D	T	Regional	Cultural and heritage asset, transport infrastructure	N/A	N/A	The policy has negative effects as there is no reference to appropriate management of designated heritage assets which are transport infrastructure, whereas the policy aims to recognise the importance of existing assets and improve management.	Policy could make more explicit reference to the protection and enhancement of historic or culturally important assets in relation to asset management of transport infrastructure.	N	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	-	-	-	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the protection and enhancement of historic or culturally important assets in relation to asset management of transport infrastructure.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	-	-	-	I	T	Regional	Cultural and heritage asset, transport infrastructure, natural environment, landscape, built environment	N/A	N/A	The policy has negative effects as there is no reference to considerations for impacts on the surrounding contexts, whereas the policy aims to manage assets with a regional approach.	Policy could make more explicit reference to considerations for the potential impacts on surrounding contexts in relation to managing existing and new assets.	N	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	-	-	-	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to considerations for the potential impacts on surrounding contexts in relation to managing existing and new assets.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	-	-	-	I	T	Regional	Landscape, natural environment	N/A	N/A	The policy has negative effects as there is no reference to considerations for impacts on the surrounding contexts, whereas the policy aims to manage assets with a regional approach.	Policy could make more explicit reference to considerations for the potential impacts on surrounding landscapes in relation to managing existing and new assets.	N	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	-	-	-	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to considerations for the potential impacts on surrounding landscapes in relation to managing existing and new assets.

9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	O	O	O	I	P	Regional	Air quality, green and blue infrastructure, landscape, built environment	N/A	N/A	The policy has neutral effects as there is no reference to protecting and enhancing green and blue infrastructure, however the policy is focused on asset management and resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	++	++	The policy has been amended by referencing that assets and supporting infrastructure will be designed with blue green infrastructure and supporting natural habitats in mind. Therefore, the scoring has increased to very positive.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	–	-	-	D	T	Regional	Public rights of way	N/A	N/A	The policy has negative effects as there is no reference to considerations for public rights of way, whereas the policy aims to manage assets with a regional approach.	Policy could make more explicit reference to protecting public rights of way in relation to asset management.	N	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	–	-	-	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to protecting public rights of way in relation to asset management.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	–	-	-	I	P	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has negative effects as there is no reference to considerations for impacts on important buildings and townscapes, whereas the policy aims to recognise the importance of assets and manage assets with a regional approach.	Policy could make more explicit reference to the protection and enhancement of important buildings and townscapes in relation to asset management of transport infrastructure.	N	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	–	-	-	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the protection and enhancement of important buildings and townscapes in relation to asset management of transport infrastructure.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	–	-	-	I	T	Regional	Built environment	N/A	N/A	The policy has negative effects as there is no reference to removing unnecessary clutter, whereas the policy aims to manage and improve the resilience of assets.	Policy could make more explicit reference to removing unnecessary clutter in relation to managing transport assets.	N	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	–	-	-	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to removing unnecessary clutter in relation to managing transport assets.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	O	O	O	I	T	Regional	Road network, transport network	N/A	N/A	The policy has neutral effects as there is no reference to disincentives for private car use, however the policy is focused on asset management and resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	O	O	O	I	P	Regional	Local communities, built environment, employment sites, open space, services and facilities	N/A	N/A	The policy has neutral effects as there is no reference to promoting accessibility to specific locations, however the policy is focused on managing existing assets across the region.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	–	-	-	I	P	Regional	Local communities, road infrastructure, transport network	N/A	Promoting active travel alongside asset management could contribute positively to climate change mitigation, and improve the resilience of the transport network.	The policy has negative effects as there is no reference to improving infrastructure, whereas the policy aims to manage and improve resilience of the existing assets.	Policy could make more explicit reference to improving the quality and availability of existing active travel infrastructure in relation to asset management.	N	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	–	-	-	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to improving the quality and availability of existing active travel infrastructure in relation to asset management.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, landscape, road infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on asset management and resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	++	++	The policy has been amended by referencing that assets and supporting infrastructure will be designed with blue green infrastructure and supporting natural habitats in mind. Therefore, the scoring has increased to very positive.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	O	O	O	I	T	Regional	Transport network, infrastructure, local communities	N/A	N/A	The policy has neutral effects as there is no reference to promotion of sustainable transport, however the policy is focused on asset management and resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	O	O	O	I	P	Regional	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to promotion of sustainable transport, however the policy is focused on asset management and resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	O	O	O	I	P	Regional	Local communities, built environment, employment sites, housing sites, transport network	N/A	N/A	The policy has neutral effects as there is no reference to the provision of new infrastructure, however the policy is focused on managing existing assets across the region.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	O	O	O	I	P	Regional	Local communities, employment sites, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to promoting accessibility to specific locations, however the policy is focused on managing existing assets across the region.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	O	O	O	I	P	Regional	Local communities, built environment, services and facilities	N/A	N/A	The policy has neutral effects as there is no reference to promoting accessibility to specific locations, however the policy is focused on managing existing assets across the region.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	O	O	O	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to journey times, however the policy is focused on managing existing assets across the region.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	O	O	O	I	T	Regional	Local economy, transport network, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to decarbonisation or economic outcomes, however the policy is focused on managing assets and improve resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	?	?	?	I	T	Regional	Local economy, transport network, transport infrastructure	N/A	N/A	The policy has uncertain effects as there is reference to improving resilience of the transport network, however there is no clear indication for the measures to achieve that and the effect on investments is uncertain.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	?	?	?	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	O	O	O	I	P	Regional	Air quality, employment site, housing site, transport network	N/A	N/A	The policy has neutral effects as there is no reference to promoting accessibility to specific locations, however the policy is focused on managing existing assets across the region.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	O	O	O	I	P	Regional	Air quality, local communities, vulnerable population, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting health and wellbeing, however the policy is focused on asset management and resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	+	++	The policy has been amended by referencing that assets and supporting infrastructure will be designed with climate change mitigation and adaptation, and blue green infrastructure in mind, which will have a positive impact on health outcomes. Therefore, the scoring has increased to very positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	O	O	O	I	P	Regional	Air quality, local communities	N/A	N/A	The policy has neutral effects as there is no reference to promoting health and wellbeing, however the policy is focused on asset management and resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	+	++	The policy has been amended by referencing that assets and supporting infrastructure will be designed with climate change mitigation and adaptation, and blue green infrastructure in mind, which will have a positive impact on health outcomes. Therefore, the scoring has increased to very positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	O	O	O	I	P	Regional	Built environment, service and facility, transport network	N/A	N/A	The policy has neutral effects as there is no reference to promoting accessibility to specific locations, however the policy is focused on managing existing assets across the region.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	O	O	O	I	P	Regional	Employment site, open space, built environment, transport network	N/A	N/A	The policy has neutral effects as there is no reference to promoting accessibility to specific locations, however the policy is focused on managing existing assets across the region.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	O	O	O	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to severance issues, however the policy is focused on managing existing assets across the region.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups??	+	+	+	D	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has positive effects as there is reference to delivering a consistency of offer across the region's transport network, which promotes equality.	Policy could make more explicit reference to the specific needs of various vulnerable groups in relation to delivering a consistent transport network.	N	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	+	+	+	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the specific needs of various vulnerable groups in relation to delivering a consistent transport network.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	O	O	O	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to inclusive designs, however the policy is focused on managing existing assets across the region.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities, services and facilities	N/A	N/A	The policy has neutral effects as there is no reference to promoting accessibility to specific locations, however the policy is focused on managing existing assets across the region.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	O	O	O	I	P	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to improving connectivity, however the policy is focused on managing existing assets across the region.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	-	-	-	I	P	Regional	Transport network, transport infrastructure, local communities, vulnerable population	N/A	Promoting active travel alongside asset management could contribute positively to climate change mitigation, and improve the resilience of the transport network.	The policy has negative effects as there is no reference to the specific needs of deprived areas, whereas the policy aims to deliver a consistency of offer across the transport network.	Policy could make more explicit reference to the specific needs of deprived areas in relation to delivering a consistent transport network.	N	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	-	-	-	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the specific needs of deprived areas in relation to delivering a consistent transport network.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	O	O	O	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to access to information, however the policy is focused on managing existing assets across the region.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to public safety, however the policy is focused on managing assets and improve resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to traffic calming measures, however the policy is focused on managing assets and improve resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to road safety, however the policy is focused on managing assets and improve resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to traffic calming measures, however the policy is focused on managing assets and improve resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to road safety, however the policy is focused on managing assets and improve resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	O	O	O	I	T	Regional	Local community, air quality, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to construction impacts, however the policy is focused on managing assets and improve resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	O	O	O	I	P	Regional	Local community, noise level	N/A	N/A	The policy has neutral effects as there is no reference to impacts on health, however the policy is focused on managing assets and improve resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	O	O	O	I	T	Regional	Local community, air quality, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to impacts on health, however the policy is focused on managing assets and improve resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	O	O	O	I	P	Regional	Local community, air quality, green and blue infrastructure, built environment	N/A	N/A	The policy has neutral effects as there is no reference to transport impacts on local environment, however the policy is focused on managing assets and improve resilience.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind.	O	O	O	Although the policy has been amended by referencing the Weaver Network, and that assets and supporting infrastructure will be designed with climate change mitigation and adaptation measures, blue green infrastructure, and supporting natural habitats in mind., It is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

Policy Name	S1																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAS) and where this pollution disproportionately affects vulnerable populations?	+	+	+	I	T	Local	Air quality, vulnerable communities	Lower accident-related pollution spikes	Mode shift amplifies both safety and air quality gains	The policy has positive effects as although there is no direct reference to air quality, it is considered that embedding safety in design will increase the number of people using public transport and active travel routes.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	++	++	The policy has been amended to refer to designing active travel infrastructure with climate adaptation in mind, which will support a reduction in air pollution. Therefore, the scoring has increased to very positive.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	+	+	+	I	T	Regional	Air quality, vulnerable communities	Lower accident-related pollution spikes	Mode shift amplifies both safety and air quality gains	The policy has positive effects as although there is no direct reference to air quality, it is considered that embedding safety in design will increase the number of people using public transport and active travel routes.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	++	++	The policy has been amended to refer to designing active travel infrastructure with climate adaptation in mind, which will support a reduction in air pollution. Therefore, the scoring has increased to very positive.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats	N/A	N/A	The policy has neutral effects as there is no reference to air quality or blue and green infrastructure, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	+	+	The policy has been amended to refer to designing active travel infrastructure with climate adaptation in mind, which will support a reduction in air pollution. Therefore, the scoring has increased to positive.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	o	o	o	I	T	Regional	Green spaces, green infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	+	+	The policy has been amended to refer to designing active travel infrastructure with climate adaptation in mind, which will support nature recovery. Therefore, the scoring has increased to positive.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, carbon sinks	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	o	o	o	I	P	Local	Green spaces, green infrastructure, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?	o	o	o	I	T	Local	Green spaces, green infrastructure, blue infrastructure, local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as it references delivering safe walking, wheeling and cycling infrastructure, as well as bus, rail, and mass transit networks.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	+	+	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as it references delivering safe walking, wheeling and cycling infrastructure, as well as bus, rail, and mass transit networks.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	+	+	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as it references delivering safe walking, wheeling and cycling infrastructure, as well as bus, rail, and mass transit networks.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	+	+	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as it references delivering safe walking, wheeling and cycling infrastructure, as well as bus, rail, and mass transit networks.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	++	++	++	The policy has been amended to refer to designing active travel infrastructure with climate adaptation in mind. Therefore, the scoring has increased to positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	o	o	o	I	P	Local	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as it references delivering safe walking, wheeling and cycling infrastructure, as well as bus, rail, and mass transit networks.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	+	+	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	+	+	+	D	P	Regional	Transport network, road network, road users, vulnerable communities	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as it focuses on embedding safety in design.	The policy could be enhanced by making explicit reference to safety and resilience from climate impacts.	Y	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	++	++	The policy has been amended to refer to designing active travel infrastructure with climate adaptation in mind. Therefore, the scoring has increased to very positive.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	+	+	+	D	T	Local	Transport network, road network, road users, vulnerable communities	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as it focuses on embedding safety in design.	The policy could be enhanced by making explicit reference to safety and resilience from climate impacts.	Y	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	++	++	The policy has been amended to refer to designing active travel infrastructure with climate adaptation in mind. Therefore, the scoring has increased to very positive.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to protecting floodplains from inappropriate development, however the policy is focused on improving perceptions of safety.	The policy could be enhanced by making explicit reference to safety and resilience from climate impacts.	Y	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	++	++	The policy has been amended to refer to designing active travel infrastructure with climate adaptation in mind. Therefore, the scoring has increased to very positive.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	+	+	+	D	T	Regional	Transport network, road network, road users, vulnerable communities	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as it focuses on embedding safety in design.	The policy could be enhanced by making explicit reference to safety and resilience from climate impacts.	Y	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	++	++	The policy has been amended to refer to designing active travel infrastructure with climate adaptation in mind. Therefore, the scoring has increased to very positive.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	+	+	+	D	P	Regional	Transport network, road network, road users, vulnerable communities	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as it focuses on embedding safety in design.	The policy could be enhanced by making explicit reference to safety and resilience from climate impacts.	Y	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	++	++	The policy has been amended to refer to designing active travel infrastructure with climate adaptation in mind. Therefore, the scoring has increased to very positive.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	+	+	+	D	P	Regional	Transport network, road network, road users, vulnerable communities	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as it focuses on embedding safety in design.	The policy could be enhanced by making explicit reference to safety and resilience from climate impacts.	Y	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	++	++	The policy has been amended to refer to designing active travel infrastructure with climate adaptation in mind. Therefore, the scoring has increased to very positive.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	o	o	o	I	P	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	o	o	o	I	P	Regional	Transport network, road network, road users, utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	+	+	The policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, which will help to promote a modal shift to sustainable transport. Therefore, the scoring has increased to positive.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	o	o	o	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	o	o	o	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	o	o	o	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	o	o	o	I	T	Regional	Built environment, protected landscapes, blue and green infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	o	o	o	I	T	Regional	Built environment, protected landscapes, public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	o	o	o	I	T	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	+	+	++	D	T	Regional	Transport network, road network, road users, air quality	The increased number of people using public transport/sustainable travel methods will put pressure on existing services and may reduce quality and safety of services unless more are provided.	Discouraging the use of high emission vehicles in city centres will increase the use of sustainable and active travel modes, reducing traffic congestion and improving air quality.	This policy has positive effects as there is mention of promoting the use of sustainable forms of transport.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	+	++	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	The increased number of people using public transport/sustainable travel methods will put pressure on existing services and may reduce quality and safety of services unless more are provided.	The accessibility of public transport, in combination with other safety measures, will result in a more reliable service, improving perceptions of safety through reduced waiting times, real time information, and proximity to end destination.	This policy has positive effects as there is mention of promoting the use of sustainable forms of transport.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	+	++	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	The increased number of people using public transport/sustainable travel methods will put pressure on existing services and may reduce quality and safety of services unless more are provided.	The availability of public transport, in combination with other safety measures, will result in a more reliable service, improving perceptions of safety through reduced waiting times, real time information, and proximity to end destination.	This policy has positive effects as there is mention of promoting the use of sustainable forms of transport.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	+	++	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	+	+	++	D	T	Regional	Transport network, road network, road users, air quality	The increased number of people using active travel infrastructure may reduce the quality of green infrastructure, reducing perceived safety, unless proper maintenance is put in place.	Improving the feel of active travel routes with features like green walls and integrated lighting can enhance perceptions of safety.	This policy has positive effects as there is mention of promoting the use of sustainable forms.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	+	++	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	The increased number of people using public transport/sustainable travel methods will put pressure on existing services and may reduce quality and safety of services unless more are provided.	The accessibility and convenience of public transport, in combination with other safety measures, will result in a more reliable service, improving perceptions of safety through reduced waiting times, real time information, and proximity to end destination.	This policy has positive effects as there is mention of promoting the use of sustainable forms.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	+	++	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to low emission vehicles, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	The increased number of people using public transport/sustainable travel methods will put pressure on existing services and may reduce quality and safety of services unless more are provided.	The accessibility and convenience of public transport, in combination with other safety measures, will result in a more reliable service, improving perceptions of safety through reduced waiting times, real time information, and proximity to end destination.	This policy has positive effects as there is mention of promoting the use of sustainable forms.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	+	++	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	+	+	+	D	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Enhanced transport safety measures, such as better road design, traffic management, and vehicle safety standards, can lead to a steady decrease in accidents and injuries over time	Improved transport safety can encourage more people to use active transport options like walking and cycling, leading to increased physical activity and better overall health	The policy has positive effects as it aims to create a safer environment, which will reduce accidents and improve health.	The policy could be enhanced by making explicit reference to vulnerable groups.	Y	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	++	++	The policy has been amended by referencing taking into account vulnerable road users. Therefore, the scoring has increased to very positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Enhanced transport safety measures, such as better road design, traffic management, and vehicle safety standards, can lead to a steady decrease in accidents and injuries over time	Improved transport safety can encourage more people to use active transport options like walking and cycling, leading to increased physical activity and better overall health	The policy has positive effects as it aims to create a safer environment, which will reduce accidents and improve health.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	+	+	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has positive effects as it mentions delivering wheeling infrastructure.	This policy could be enhanced by making more explicit reference to designing for vulnerable groups, such as disabled people, older people, and women.	Y	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	++	++	The policy has been amended by referencing taking into account vulnerable road users. Therefore, the scoring has increased to very positive.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	+	+	+	D	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has positive effects as it mentions delivering wheeling infrastructure.	This policy could be enhanced by making more explicit reference to designing for vulnerable groups, such as disabled people, older people, and women.	Y	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	++	++	The policy has been amended by referencing taking into account vulnerable road users. Therefore, the scoring has increased to very positive.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Affordable transport options can reduce transportation costs for individuals, leading to long-term economic benefits	Combining safety initiatives with affordable transport options can create a more comprehensive and effective transport system, amplifying benefits for users	The policy has positive effects as it provides affordable transport options (public transport and active travel).	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	+	+	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	+	+	+	D	P	Regional	Transport network, road network, road users, local communities	The presence of multiple surveillance measures, such as an active community, clear sightlights, and good lighting, can collectively enhance the actual and perceived safety of an area.	A well designed and active public realm will not only deter crime, but also encourage more people to use the space, further enhancing natural surveillance.	This policy has positive effects as it focuses on transport safety, reducing crime, and promoting community safety.	This policy could be enhanced by making explicit reference to the approaches that will be used to enhanced safety across interchanges for all modes and across bus, rail and mass transit networks, for example, natural surveillance.	Y	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	++	++	The policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan. Therefore, the scoring has increased to very positive.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	+	+	+	D	P	Regional	Transport network, road network, road users, local communities	The increased number of people using active travel infrastructure will put pressure on existing services and may reduce quality and safety of services unless more are provided.	Improved safety for pedestrians and cyclists, enhancing community livability.	This policy has positive effects as it focuses on transport safety, reducing crime, and promoting community safety.	This policy could be enhanced by making explicit reference to how embedding safety in design can improve access of opportunity for all.	N	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	++	++	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to how embedding safety in design can improve access of opportunity for all.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	+	+	+	D	P	Regional	Transport network, road network, road users, local communities	The increased number of people using active travel infrastructure will put pressure on existing services and may reduce quality and safety of services unless more are provided.	Improved safety for pedestrians and cyclists, enhancing community livability.	This policy has positive effects as it focuses on transport safety, reducing crime, and promoting community safety.	This policy could be enhanced by making explicit reference to the approaches that will be used to enhanced safety across interchanges for all modes and across bus, rail and mass transit networks.	Y	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	++	++	The policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan. Therefore, the scoring has increased to very positive.	None identified.

14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	+	+	+	D	P	Local	Transport network, road network, road users, local communities	Reduction in average vehicle speeds in residential and commercial areas, as well as reduction in the volume of traffic, leading to fewer accidents.	Improved safety for pedestrians and cyclists, enhancing community livability.	This policy has positive effects as it focuses on transport safety, reducing crime, and promoting community safety.	This policy could be enhanced by making explicit reference to the approaches that will be used to enhanced safety across interchanges for all modes and across bus, rail and mass transit networks, for example, traffic calming measures.	Y	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	++	++	The policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan. Therefore, the scoring has increased to very positive.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	+	+	+	D	P	Local	Transport network, road network, road users, local communities	Reduction in average vehicle speeds in residential and commercial areas, as well as reduction in the volume of traffic, leading to fewer accidents.	Improved safety for pedestrians and cyclists, enhancing community livability.	This policy has positive effects as it focuses on transport safety, reducing crime, and promoting community safety.	This policy could be enhanced by making explicit reference to the approaches that will be used to enhanced safety across interchanges for all modes and across bus, rail and mass transit networks.	Y	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	++	++	The policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan. Therefore, the scoring has increased to very positive.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	o	o	o	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to pollution, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	+	+	The policy has been amended by referencing taking into account vulnerable road users. Therefore, the scoring has increased to positive.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to pollution, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	o	o	o	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	+	+	+	D	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	Safer environments encourage more people to engage in active travel, such as walking and cycling, leading to increased physical activity and improved public health	Improved transport safety can encourage more people to use active transport options, leading to increased physical activity and better overall health	The policy has positive effects as it promotes active travel by providing safe environments for walking, wheeling, and cycling.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	+	+	Although the policy has been amended by referencing 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users', as well as designing with climate adaptation in mind, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to pollution, however the policy is focused on embedding safety in design.	None identified.	No mitigation identified in 2025.	The policy now references 'the delivery objectives' set out in Vision Zero and the Police and Crime Plan, and 'taking into account vulnerable road users'. It also references designing with climate adaptation in mind.	+	+	+	The policy has been amended to refer to designing active travel infrastructure with climate adaptation in mind. Therefore, the scoring has increased to positive.	None identified.

Policy Name	S2																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	o	o	o	I	T	Local	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on giving people the time and space to move safely.	This policy could be enhanced by addressing safety around blue and green infrastructure, including parks and along canals.	N	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by addressing safety around blue and green infrastructure, including parks and along canals.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, carbon sinks	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	o	o	o	I	P	Local	Green spaces, green infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?	o	o	o	I	T	Local	Green spaces, green infrastructure, blue infrastructure, local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	This policy has positive effects as there is reference to embedding best practice across the transport network.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	o	o	o	I	P	Local	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on giving people the time and space to move safely. .	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	o	o	o	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on giving people the time and space to move safely. .	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on giving people the time and space to move safely. .	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	o	o	o	I	T	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on giving people the time and space to move safely. .	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on giving people the time and space to move safely. .	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	o	o	o	I	P	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	o	o	o	I	P	Regional	Transport network, road network, road users, utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	o	o	o	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	o	o	o	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	o	o	o	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	o	o	o	I	T	Regional	Built environment, protected landscapes, blue and green infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	o	o	o	I	T	Regional	Built environment, protected landscapes, public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	o	o	o	I	T	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable transport, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable transport, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	The increased number of people using active travel infrastructure will put pressure on existing services and may reduce quality and safety of services unless more are provided.	The availability of active travel routes, in combination with other safety measures, will result in a more reliable service, allowing people the time and space to move safely.	The policy has positive effects as it references availability of transport.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	+	+	++	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	+	+	++	D	T	Regional	Transport network, road network, road users, air quality	The increased number of people using active travel infrastructure may reduce the quality of green infrastructure, reducing perceived safety, unless proper maintenance is put in place.	Improving the feel of active travel routes with features like green walls and integrated lighting can enhance perceptions of safety.	The policy has positive effects as it references improving street design.	The policy could be enhanced by making explicit reference to green and blue infrastructure.	N	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	+	+	++	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	The policy could be enhanced by making explicit reference to green and blue infrastructure.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	The increased number of people using public transport/sustainable travel methods will put pressure on existing services and may reduce quality and safety of services unless more are provided.	The availability and accessibility of travel routes, in combination with other safety measures, will result in a more reliable service, allowing people the time and space to move safely.	The policy has positive effects as it focuses on making sustainable forms ore convenient through providing the time and space to move freely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	+	+	++	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable transport, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	o	o	o	D	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable transport, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	+	+	+	The policy has been amended by referencing suitable signal timings. Therefore, the scoring has increased to positive.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	+	+	+	D	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Enhanced transport safety measures, such as better road design, traffic management, and vehicle safety standards, can lead to a steady decrease in accidents and injuries over time	Improved transport safety can encourage more people to use active transport options like walking and cycling, leading to increased physical activity and better overall health	The policy has positive effects as it aims to create a safer environment for at risk groups.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	+	+	+	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Enhanced transport safety measures, such as better road design, traffic management, and vehicle safety standards, can lead to a steady decrease in accidents and injuries over time	Improved transport safety can encourage more people to use active transport options like walking and cycling, leading to increased physical activity and better overall health	The policy has positive effects as it aims to create a safer environment for at risk groups.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	+	+	+	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Enhanced transport safety measures, such as better road design, traffic management, and vehicle safety standards, can lead to a steady decrease in accidents and injuries over time	Improved transport safety can encourage more people to use active transport options like walking and cycling, leading to increased physical activity and better overall health	The policy has positive effects as it focuses on reducing severance caused by traffic issues.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	+	+	+	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	The increased number of people using public transport/sustainable travel methods will put pressure on existing services and may reduce quality and safety of services unless more are provided.	The accessibility of travel routes, in combination with other safety measures, will result in a more reliable service, allowing people the time and space to move safely.	The policy has positive effects as it references focusing on at risk groups.	This policy could be enhanced by making explicit reference to the content within the West Yorkshire Streets for Everyone Strategy, as this is yet to be adopted.	N	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	+	+	+	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to the content within the West Yorkshire Streets for Everyone Strategy, as this is yet to be adopted.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	The increased number of people using public transport/sustainable travel methods will put pressure on existing services and may reduce quality and safety of services unless more are provided.	The accessibility of travel routes, in combination with other safety measures, will result in a more reliable service, allowing people the time and space to move safely.	This policy has positive effects as there is reference to ensuring all users can move safely in the right locations.	This policy could be enhanced by making explicit reference to the content within the West Yorkshire Streets for Everyone Strategy, as this is yet to be adopted.	N	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	+	+	+	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to the content within the West Yorkshire Streets for Everyone Strategy, as this is yet to be adopted.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	The increased number of people using public transport/sustainable travel methods will put pressure on existing services and may reduce quality and safety of services unless more are provided.	The accessibility of travel routes, in combination with other safety measures, will result in a more reliable service, allowing people the time and space to move safely.	This policy has positive effects as there is reference to ensuring all users can move safely in the right locations.	This policy could be enhanced by making explicit reference to the content within the West Yorkshire Streets for Everyone Strategy, as this is yet to be adopted.	N	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	+	+	+	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to the content within the West Yorkshire Streets for Everyone Strategy, as this is yet to be adopted.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	The increased number of people using public transport/sustainable travel methods will put pressure on existing services and may reduce quality and safety of services unless more are provided.	The accessibility of travel routes, in combination with other safety measures, will result in a more reliable service, allowing people the time and space to move safely.	This policy has positive effects as there is reference to ensuring all users can move safely in the right locations.	This policy could be enhanced by making explicit reference to the content within the West Yorkshire Streets for Everyone Strategy, as this is yet to be adopted.	N	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	+	+	+	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to the content within the West Yorkshire Streets for Everyone Strategy, as this is yet to be adopted.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	The increased number of people using public transport/sustainable travel methods will put pressure on existing services and may reduce quality and safety of services unless more are provided.	The accessibility of travel routes, in combination with other safety measures, will result in a more reliable service, allowing people the time and space to move safely.	This policy has positive effects as there is reference to ensuring streets users can move safely in the right locations.	This policy could be enhanced by making explicit reference to the content within the West Yorkshire Streets for Everyone Strategy, as this is yet to be adopted.	N	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	+	+	+	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to the content within the West Yorkshire Streets for Everyone Strategy, as this is yet to be adopted.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	+	+	+	D	P	Regional	Transport network, road network, road users, local communities	Improvements to public realm, such as signals, street design, and markings can collectively enhance the actual and perceived safety of an area.	A well designed public realm will not only deter crime, but also encourage more people to use the space, further enhancing safety.	This policy has positive effects as it focuses on safety.	This policy could be enhanced by making explicit reference to the content within the West Yorkshire Streets for Everyone Strategy, as this is yet to be adopted.	N	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	+	+	+	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to the content within the West Yorkshire Streets for Everyone Strategy, as this is yet to be adopted.

14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	+	+	+	D	P	Regional	Transport network, road network, road users, local communities	Improvements to the security of transport schemes can collectively enhance the actual and perceived safety of an area.	Improved safety for pedestrians and cyclists, enhancing community livability.	This policy has positive effects as it focuses on safety.	This policy could be enhanced by making explicit reference to the content within the West Yorkshire Streets for Everyone Strategy, as this is yet to be adopted.	N	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	+	+	+	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to the content within the West Yorkshire Streets for Everyone Strategy, as this is yet to be adopted.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	+	+	+	D	P	Regional	Transport network, road network, road users, local communities	The increased number of people using active travel infrastructure will put pressure on existing services and may reduce quality and safety of services unless more are provided.	Improved safety for pedestrians and cyclists, enhancing community livability.	This policy has positive effects as it focuses on safety.	This policy could be enhanced by making explicit reference to the content within the West Yorkshire Streets for Everyone Strategy, as this is yet to be adopted.	N	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	+	+	+	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to the content within the West Yorkshire Streets for Everyone Strategy, as this is yet to be adopted.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	+	+	+	D	P	Local	Transport network, road network, road users, local communities	Reduction in average vehicle speeds in residential and commercial areas, as well as reduction in the volume of traffic, leading to fewer accidents.	Improved safety for pedestrians and cyclists, enhancing community livability.	This policy has positive effects as it focuses on safety.	This policy could be enhanced by making explicit reference to the content within the West Yorkshire Streets for Everyone Strategy, as this is yet to be adopted.	N	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	+	+	+	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to the content within the West Yorkshire Streets for Everyone Strategy, as this is yet to be adopted.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	+	+	+	D	P	Local	Transport network, road network, road users, local communities	Reduction in average vehicle speeds in residential and commercial areas, as well as reduction in the volume of traffic, leading to fewer accidents.	Improved safety for pedestrians and cyclists, enhancing community livability.	This policy has positive effects as it focuses on safety.	This policy could be enhanced by making explicit reference to the content within the West Yorkshire Streets for Everyone Strategy, as this is yet to be adopted.	N	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	+	+	+	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by making explicit reference to the content within the West Yorkshire Streets for Everyone Strategy, as this is yet to be adopted.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	o	o	o	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to pollution, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to pollution, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to pollution, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to pollution, however the policy is focused on giving people the time and space to move safely.	None identified.	No mitigation identified in 2025.	The policy now references 'suitable signal timings' rather than just 'signals', and reference to 'in the right locations' has been removed.	o	o	o	Although the policy has been amended by referencing 'suitable signal timings' but removing 'in the right locations', it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

Policy Name	S3																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	o	o	o	I	T	Local	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on improving perceptions of safety.	This policy could be enhanced by addressing safety around blue and green infrastructure, including parks and along canals.	N	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by addressing safety around blue and green infrastructure, including parks and along canals.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, carbon sinks	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	o	o	o	I	P	Local	Green spaces, green infrastructure, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?	o	o	o	I	T	Local	Green spaces, green infrastructure, local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to biodiversity, geodiversity and the green and blue infrastructure network, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as it improving perceptions of safety can be achieved through reducing vehicular traffic, and improving the availability and accessibility of other options which in turn, will reduce greenhouse gas emissions.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as it improving perceptions of safety can be achieved through reducing vehicular traffic, and improving the availability and accessibility of other options which in turn, will reduce greenhouse gas emissions.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as it improving perceptions of safety can be achieved through reducing vehicular traffic, and improving the availability and accessibility of other options which in turn, will reduce greenhouse gas emissions.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as it improving perceptions of safety can be achieved through reducing vehicular traffic, and improving the availability and accessibility of other options which in turn, will reduce greenhouse gas emissions.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	o	o	o	I	P	Local	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as it improving perceptions of safety can be achieved through reducing vehicular traffic, and improving the availability and accessibility of other options which in turn, will reduce greenhouse gas emissions.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	+	+	+	D	P	Regional	Transport network, road network, road users, vulnerable communities	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as it focuses on improving perceptions of safety and security.	The policy could be enhanced by making explicit reference to safety and resilience from climate impacts.	N	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to safety and resilience from climate impacts.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	+	+	+	D	P	Regional	Transport network, road network, road users, vulnerable communities	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as it focuses on improving perceptions of safety and security.	The policy could be enhanced by making explicit reference to safety and resilience from climate impacts.	N	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to safety and resilience from climate impacts.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to protecting floodplains from inappropriate development, however the policy is focused on improving perceptions of safety.	The policy could be enhanced by making explicit reference to safety and resilience from climate impacts.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to safety and resilience from climate impacts.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	+	+	+	D	P	Regional	Transport network, road network, road users, vulnerable communities	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as it focuses on improving perceptions of safety and security.	The policy could be enhanced by making explicit reference to safety and resilience from climate impacts.	N	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to safety and resilience from climate impacts.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	+	+	+	D	P	Regional	Transport network, road network, road users, vulnerable communities	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as it focuses on improving perceptions of safety and security.	The policy could be enhanced by making explicit reference to safety and resilience from climate impacts.	N	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to safety and resilience from climate impacts.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	+	+	+	D	P	Regional	Transport network, road network, road users, vulnerable communities	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as it focuses on improving perceptions of safety and security.	The policy could be enhanced by making explicit reference to safety and resilience from climate impacts.	N	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to safety and resilience from climate impacts.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	o	o	o	I	P	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	o	o	o	I	P	Regional	Transport network, road network, road users, utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	o	o	o	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	o	o	o	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	o	o	o	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	o	o	o	I	T	Regional	Built environment, protected landscapes, blue and green infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	o	o	o	I	T	Regional	Built environment, protected landscapes, public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	o	o	o	I	T	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable transport, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable transport, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable transport, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable transport, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	++	D	P	Regional	Transport network, road network, road users, air quality	The increased number of people using public transport/sustainable travel methods will put pressure on existing services and may reduce quality and safety of services unless more are provided.	The availability and accessibility of travel routes, in combination with other safety measures, will result in a more reliable service, allowing people the time and space to move safely.	The policy has positive effects as improving the safety of different transport modes will result in a modal shift.	The policy could be enhanced by making explicit reference to encouraging sustainable modes as a result of improved safety levels.	N	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to encouraging sustainable modes as a result of improved safety levels.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable transport, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable transport, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	+	+	++	D	P	Regional	Lower socio-economic groups and deprived areas	Safer transport systems can make it easier for people to access essential services like healthcare, education, and employment	Combining safety initiatives with improved access to services can create a more comprehensive and effective transport system, amplifying benefits for users	The policy has positive effects as it improving safety will help to improve accessibility to services, facilities, and amenities which previously may have been avoided.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	+	+	+	D	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Enhanced transport safety measures, such as better road design, traffic management, and vehicle safety standards, can lead to a steady decrease in accidents and injuries over time	Improved transport safety can encourage more people to use active transport options like walking and cycling, leading to increased physical activity and better overall health	The policy has positive effects as by improving safety, the policy promotes health and wellbeing, particular for the most vulnerable groups.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Enhanced transport safety measures, such as better road design, traffic management, and vehicle safety standards, can lead to a steady decrease in accidents and injuries over time	Improved transport safety can encourage more people to use active transport options like walking and cycling, leading to increased physical activity and better overall health	The policy has positive effects as by improving safety, the policy promotes health and wellbeing, particular for the most vulnerable groups.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on improving perceptions of safety.	The policy could be enhanced by making explicit reference to reducing severance issues in relation to improving perceptions of safety.	N	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	The policy could be enhanced by making explicit reference to reducing severance issues in relation to improving perceptions of safety.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	The increased number of people using public transport/sustainable travel methods will put pressure on existing services and may reduce quality and safety of services unless more are provided.	The accessibility of travel routes, in combination with other safety measures, will result in a more reliable service, allowing people the time and space to move safely.	The policy has positive effects as it references focusing on at risk groups.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	++	++	++	D	P	Regional	Transport network, road network, road users, local communities	Improvements to public realm, such as signals, street design, and markings can collectively enhance the actual and perceived safety of an area.	A well designed public realm will not only deter crime, but also encourage more people to use the space, further enhancing safety.	This policy has positive effects as it focuses on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	++	++	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	++	++	++	D	P	Regional	Transport network, road network, road users, local communities	Improvements to the security of transport schemes can collectively enhance the actual and perceived safety of an area.	Improved safety for pedestrians and cyclists, enhancing community livability.	This policy has positive effects as it focuses on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	++	++	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	++	++	++	D	P	Regional	Transport network, road network, road users, local communities	The increased number of people using active travel infrastructure will put pressure on existing services and may reduce quality and safety of services unless more are provided.	Improved safety for pedestrians and cyclists, enhancing community livability.	This policy has positive effects as it focuses on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	++	++	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	++	++	++	D	P	Local	Transport network, road network, road users, local communities	Reduction in average vehicle speeds in residential and commercial areas, as well as reduction in the volume of traffic, leading to fewer accidents.	Improved safety for pedestrians and cyclists, enhancing community livability.	This policy has positive effects as it focuses on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	++	++	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	++	++	++	D	P	Local	Transport network, road network, road users, local communities	Reduction in average vehicle speeds in residential and commercial areas, as well as reduction in the volume of traffic, leading to fewer accidents.	Improved safety for pedestrians and cyclists, enhancing community livability.	This policy has positive effects as it focuses on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	++	++	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	o	o	o	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to pollution, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to pollution, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to pollution, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to pollution, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

Policy Name	S4																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAS) and where this pollution disproportionately affects vulnerable populations?	o	o	o	I	T	Local	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats	N/A	N/A	The policy has neutral effects as there is no reference to air quality or blue and green infrastructure, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	This policy could be enhanced by addressing safety around blue and green infrastructure, including parks and along canals.	N	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	This policy could be enhanced by addressing safety around blue and green infrastructure, including parks and along canals.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to air quality or blue and green infrastructure, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to air quality or blue and green infrastructure, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to air quality or blue and green infrastructure, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to air quality or blue and green infrastructure, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, carbon sinks	N/A	N/A	The policy has neutral effects as there is no reference to air quality or blue and green infrastructure, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	o	o	o	I	P	Local	Green spaces, green infrastructure, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to air quality or blue and green infrastructure, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?'	o	o	o	I	T	Local	Green spaces, green infrastructure, local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to air quality or blue and green infrastructure, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as promoting sustainable transport is part of the Vision Zero Strategy.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as promoting sustainable transport and reducing private car use is part of the Vision Zero Strategy.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as promoting sustainable transport is part of the Vision Zero Strategy.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as promoting sustainable transport is part of the Vision Zero Strategy.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	o	o	o	I	P	Local	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as promoting sustainable transport is part of the Vision Zero Strategy.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility. .	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	o	o	o	I	T	Local	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility. .	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility. .	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	o	o	o	I	T	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility. .	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility. .	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to climate change and associated extreme weather events, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility. .	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	o	o	o	I	P	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	o	o	o	I	P	Regional	Transport network, road network, road users, utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	o	o	o	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility. .	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility. .	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility. .	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility. .	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	o	o	o	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility. .	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility. .	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility. ..	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	o	o	o	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility. ..	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility. ...	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility. ...	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility. ...	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	o	o	o	I	T	Regional	Built environment, protected landscapes, blue and green infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	o	o	o	I	T	Regional	Built environment, protected landscapes, public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	o	o	o	I	T	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable transport, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable transport, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable transport, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable transport, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable transport, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable transport, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable transport, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	+	+	++	D	T	Local	Vulnerable groups, lower socio-economic groups and deprived areas	Improved health and reduced health inequalities through the promotion of healthy travel options	Encouraging walking and cycling through improved infrastructure (e.g., bike lanes, pedestrian paths) not only promotes physical activity but also reduces traffic congestion and pollution	This policy has positive effects as it makes reference to increasing healthy mobility for all in West Yorkshire.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	+	+	++	D	T	Regional	Vulnerable groups, lower socio-economic groups and deprived areas, tourists, commuters	Improved health and reduced health inequalities through the promotion of healthy travel options	Encouraging walking and cycling through improved infrastructure (e.g., bike lanes, pedestrian paths) not only promotes physical activity but also reduces traffic congestion and pollution	This policy has positive effects as it makes reference to increasing healthy mobility for all in West Yorkshire.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	o	o	o	I	P	Regional	Vulnerable groups, lower socio-economic groups and deprived areas, tourists, commuters	N/A	N/A	The policy has neutral effects as there is no reference to connecting to healthcare services, however, the policy is focused on delivering vision zero.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	o	o	o	I	P	Regional	Vulnerable groups, lower socio-economic groups and deprived areas, tourists, commuters	N/A	N/A	The policy has neutral effects as there is no reference to connecting to healthcare services, however, the policy is focused on delivering vision zero.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	+	+	++	D	P	Regional	Vulnerable groups, lower socio-economic groups and deprived areas, tourists, commuters	Improved health and reduced health inequalities through improving connectivity and reducing severance.	Encouraging walking and cycling through improved infrastructure (e.g., bike lanes, pedestrian paths) not only promotes physical activity but also reduces traffic congestion and pollution	This policy has positive effects as it makes reference to increasing healthy mobility for all in West Yorkshire.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	+	+	++	D	T	Regional	The older population and younger travellers, disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups	Potential link to other initiatives which seek to integrate communities.	Reduced economic disparities and increased social inclusion.	This policy has positive effects as it makes reference to increasing equitable mobility for all in West Yorkshire.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	+	+	++	D	P	Regional	The older population and younger travellers, disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups	Potential link to other initiatives which seek to integrate communities.	Reduced economic disparities and increased social inclusion.	This policy has positive effects as it makes reference to increasing equitable mobility for all in West Yorkshire.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	+	+	++	D	T	Regional	The older population and younger travellers, disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups	Potential link to other initiatives which seek to integrate communities.	Reduced economic disparities and increased social inclusion.	This policy has positive effects as it makes reference to increasing equitable mobility for all in West Yorkshire.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	+	+	++	D	T	Regional	The older population and younger travellers, disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups	Potential link to other initiatives which seek to integrate communities.	Reduced economic disparities and increased social inclusion.	This policy has positive effects as it makes reference to increasing equitable mobility for all in West Yorkshire.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	+	+	++	D	T	Regional	The older population and younger travellers, disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups	Potential link to other initiatives which seek to integrate communities.	Reduced economic disparities and increased social inclusion.	This policy has positive effects as it makes reference to increasing equitable mobility for all in West Yorkshire.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	o	o	o	I	T	Regional	The older population and younger travellers, disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups	N/A	N/A	The policy has neutral effects as there is no reference to access to information, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	+	+	++	D	P	Regional	Transport network, road network, road users, local communities	Improvements to public realm, such as signals, street design, and markings can collectively enhance the actual and perceived safety of an area.	A well designed public realm will not only deter crime, but also encourage more people to use the space, further enhancing safety.	This policy has positive effects as it makes reference to increasing safe mobility for all in West Yorkshire.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	+	+	++	D	P	Regional	Transport network, road network, road users, local communities	Improvements to the security of transport schemes can collectively enhance the actual and perceived safety of an area.	Improved safety for pedestrians and cyclists, enhancing community livability.	This policy has positive effects as it makes reference to increasing safe mobility for all in West Yorkshire.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	+	+	++	D	P	Regional	Transport network, road network, road users, local communities	The increased number of people using active travel infrastructure will put pressure on existing services and may reduce quality and safety of services unless more are provided.	Improved safety for pedestrians and cyclists, enhancing community livability.	This policy has positive effects as it makes reference to increasing safe mobility for all in West Yorkshire.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	+	+	++	D	P	Local	Transport network, road network, road users, local communities	Reduction in average vehicle speeds in residential and commercial areas, as well as reduction in the volume of traffic, leading to fewer accidents.	Improved safety for pedestrians and cyclists, enhancing community livability.	This policy has positive effects as it makes reference to increasing safe mobility for all in West Yorkshire.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	+	+	++	D	P	Local	Transport network, road network, road users, local communities	Reduction in average vehicle speeds in residential and commercial areas, as well as reduction in the volume of traffic, leading to fewer accidents.	Improved safety for pedestrians and cyclists, enhancing community livability.	This policy has positive effects as it makes reference to increasing safe mobility for all in West Yorkshire.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	o	o	o	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to pollution, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to pollution, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to pollution, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to pollution, however the policy is focused on achieving no serious injury or death on our roads by 2040, whilst increasing safe, healthy, and equitable mobility.	None identified.	No mitigation identified in 2025.	The policy has not changed.	o	o	o	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

Policy Name	S5																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	o	o	o	I	T	Local	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on personal safety and security.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	o	o	o	I	T	Regional	Air quality, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on personal safety and security.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats	N/A	N/A	The policy has neutral effects as there is no reference to air quality, however the policy is focused on personal safety and security.	This policy could be enhanced by addressing safety around blue and green infrastructure, including parks and along canals.	N	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by addressing safety around blue and green infrastructure, including parks and along canals.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to air quality or blue and green infrastructure, however the policy is focused on personal safety and security.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, habitats, protected species	N/A	N/A	The policy has neutral effects as there is no reference to air quality or blue and green infrastructure, however the policy is focused on personal safety and security.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	o	o	o	I	T	Regional	Green spaces, green infrastructure, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to air quality or blue and green infrastructure, however the policy is focused on personal safety and security.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to air quality or blue and green infrastructure, however the policy is focused on personal safety and security.	This policy could be enhanced by addressing safety around blue and green infrastructure, including parks and along canals.	N	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by addressing safety around blue and green infrastructure, including parks and along canals.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	o	o	o	I	P	Regional	Green spaces, green infrastructure, blue infrastructure, carbon sinks	N/A	N/A	The policy has neutral effects as there is no reference to air quality or blue and green infrastructure, however the policy is focused on personal safety and security.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	-	-	-	I	P	Local	Green spaces, green infrastructure, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to air quality or blue and green infrastructure, however the policy is focused on personal safety and security.	This policy could be enhanced by addressing safety around blue and green infrastructure, including parks and along canals.	N	The policy now references the Weaver Network.	-	-	-	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	This policy could be enhanced by addressing safety around blue and green infrastructure, including parks and along canals.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?'	o	o	o	I	T	Local	Green spaces, green infrastructure, local nature recovery groups	N/A	N/A	The policy has neutral effects as there is no reference to air quality or blue and green infrastructure, however the policy is focused on personal safety and security.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as safe and secure sustainable transport will promote its use.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	+	+	+	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	+	+	+	D	T	Regional	Transport network, road network, road users, air quality	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as safe and secure sustainable transport will promote its use, reducing reliance on private vehicles.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	+	+	+	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as safe and secure sustainable transport will promote its use, reducing reliance on private vehicles.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	+	+	+	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as safe and secure sustainable transport will promote its use, reducing reliance on private vehicles.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	+	+	+	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	o	o	o	I	P	Local	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to greenhouse gas emissions from transport, however the policy is focused on improving perceptions of safety.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	+	D	P	Regional	Transport network, road network, road users, air quality	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as safe and secure sustainable transport will promote its use, reducing reliance on private vehicles.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	+	+	+	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	+	+	+	D	P	Regional	Transport network, road network, road users, vulnerable communities	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as it focuses on improving personal safety and security through design, infrastructure, and service interventions.	The policy could be enhanced by making explicit reference to safety and resilience from climate impacts.	N	The policy now references the Weaver Network.	+	+	+	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	+	+	+	D	P	Regional	Transport network, road network, road users, vulnerable communities	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as it focuses on improving personal safety and security through design, infrastructure, and service interventions.	The policy could be enhanced by making explicit reference to safety and resilience from climate impacts.	N	The policy now references the Weaver Network.	+	+	+	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	o	o	o	I	P	Regional	Transport network, road network, road users, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to protecting floodplains from inappropriate development, however the policy is focused on improving perceptions of safety.	The policy could be enhanced by making explicit reference to safety and resilience from climate impacts.	N	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	+	+	+	D	P	Regional	Transport network, road network, road users, vulnerable communities	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as it focuses on improving personal safety and security through design, infrastructure, and service interventions.	The policy could be enhanced by making explicit reference to safety and resilience from climate impacts.	N	The policy now references the Weaver Network.	+	+	+	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	+	+	+	D	P	Regional	Transport network, road network, road users, vulnerable communities	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as it focuses on improving personal safety and security through design, infrastructure, and service interventions.	The policy could be enhanced by making explicit reference to safety and resilience from climate impacts.	N	The policy now references the Weaver Network.	+	+	+	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	+	+	+	D	P	Regional	Transport network, road network, road users, vulnerable communities	Increased vehicle usage leads to higher road traffic, which can result in more accidents and fatalities. Extreme weather conditions, influenced by climate change, can exacerbate these risks by damaging road infrastructure and impairing driving conditions	Integrated policies that address both road safety and environmental impact can create synergistic benefits. For example, promoting electric vehicles reduces emissions and can also improve road safety by reducing noise pollution and improving air quality	The policy has positive effects as it focuses on improving personal safety and security through design, infrastructure, and service interventions.	The policy could be enhanced by making explicit reference to safety and resilience from climate impacts.	N	The policy now references the Weaver Network.	+	+	+	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	o	o	o	I	P	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	o	o	o	I	T	Regional	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	o	o	o	I	P	Regional	Transport network, road network, road users, utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	o	o	o	I	T	Local	Utility network, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to natural resources, waste, and recycling, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	o	o	o	I	T	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	o	o	o	I	T	Local	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	o	o	o	I	P	Regional	Utility network, construction industry, water environment, blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to the water environment, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	o	o	o	I	T	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	o	o	o	I	P	Regional	Utility network, construction industry, soil, contaminated land, remediated land	N/A	N/A	The policy has neutral effects as there is no reference to soil, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	o	o	o	I	P	Regional	Built heritage assets, protected landscapes, protected or locally significant views	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	o	o	o	I	T	Regional	Built environment, protected landscapes, blue and green infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	o	o	o	I	T	Regional	Built environment, protected landscapes, public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	o	o	o	I	P	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	o	o	o	I	T	Regional	Built environment, protected landscapes	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape character, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable transport, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable transport, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable transport, however the policy is focused on personal safety and security	The policy could be enhanced by making explicit reference to improving the quality and availability of active travel infrastructure.	Partially	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable transport, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable transport, however the policy is focused on personal safety and security	The policy could be enhanced by making explicit reference to promoting a modal shift to sustainable forms of transport.	Partially	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	o	o	o	I	T	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable transport, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	o	o	o	I	P	Regional	Transport network, road network, road users, air quality	N/A	N/A	The policy has neutral effects as there is no reference to promoting sustainable transport, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	o	o	o	I	P	Local	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	+	+	+	D	P	Regional	Lower socio-economic groups and deprived areas	Safer transport systems can make it easier for people to access essential services like healthcare, education, and employment	Combining safety initiatives with improved access to services can create a more comprehensive and effective transport system, amplifying benefits for users	The policy has positive effects as it improving safety will help to improve accessibility to services, facilities, and amenities which previously may have been avoided.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	+	+	+	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas	N/A	N/A	The policy has neutral effects as there is no reference to enhancing economic prosperity, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	+	+	+	D	T	Local	Lower socio-economic groups and deprived areas, vulnerable groups	Improved health and reduced health inequalities through the promotion of healthy travel options	Encouraging walking and cycling through improved infrastructure (e.g., bike lanes, pedestrian paths) not only promotes physical activity but also reduces traffic congestion and pollution	The policy has positive effects as it improving safety for the most at risk groups promotes health for all.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	+	+	+	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Improved health and reduced health inequalities through the promotion of healthy travel options	Encouraging walking and cycling through improved infrastructure (e.g., bike lanes, pedestrian paths) not only promotes physical activity but also reduces traffic congestion and pollution	The policy has positive effects as it improving safety for the most at risk groups promotes health for all.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	+	+	+	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	o	o	o	I	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to health and wellbeing, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	+	+	+	D	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Potential link to other initiatives which seek to integrate communities.	Reduced economic disparities and increased social inclusion.	The policy has positive effects as improvements in safety can encourage groups who wouldn't typically use public transport and active modes to travel using these methods, therefore improving access to opportunity for all.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	+	+	+	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	+	+	+	D	P	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	Potential link to other initiatives which seek to integrate communities.	Reduced economic disparities and increased social inclusion.	The policy has positive effects as improvements in safety can encourage groups who wouldn't typically use public transport and active modes to travel using these methods, therefore improving access to opportunity for all.	The policy could be enhanced by making explicit reference to promoting accessibility and inclusive design for disabled and low mobility users.	N	The policy now references the Weaver Network.	+	+	+	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to connections between communities, however the policy is focused on personal safety and security	The policy could be enhanced by making explicit reference to connecting different communities within the policy text.	N	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	o	o	o	I	T	Regional	Lower socio-economic groups and deprived areas, vulnerable groups	N/A	N/A	The policy has neutral effects as there is no reference to equality of opportunity, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	+	+	++	D	P	Regional	Transport network, road network, road users, local communities	Improvements to public realm, such as signals, street design, and markings can collectively enhance the actual and perceived safety of an area.	A well designed public realm will not only deter crime, but also encourage more people to use the space, further enhancing safety.	This policy has positive effects as it makes reference to increasing safe mobility for all in West Yorkshire.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	+	+	++	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	+	+	++	D	P	Regional	Transport network, road network, road users, local communities	Improvements to the security of transport schemes can collectively enhance the actual and perceived safety of an area.	Improved safety for pedestrians and cyclists, enhancing community livability.	This policy has positive effects as it makes reference to increasing safe mobility for all in West Yorkshire.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	+	+	++	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	+	+	++	D	P	Regional	Transport network, road network, road users, local communities	The increased number of people using active travel infrastructure will put pressure on existing services and may reduce quality and safety of services unless more are provided.	Improved safety for pedestrians and cyclists, enhancing community livability.	This policy has positive effects as it makes reference to increasing safe mobility for all in West Yorkshire.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	+	+	++	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	+	+	++	D	P	Local	Transport network, road network, road users, local communities	Reduction in average vehicle speeds in residential and commercial areas, as well as reduction in the volume of traffic, leading to fewer accidents.	Improved safety for pedestrians and cyclists, enhancing community livability.	This policy has positive effects as it makes reference to increasing safe mobility for all in West Yorkshire.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	+	+	++	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	+	+	++	D	P	Local	Transport network, road network, road users, local communities	Reduction in average vehicle speeds in residential and commercial areas, as well as reduction in the volume of traffic, leading to fewer accidents.	Improved safety for pedestrians and cyclists, enhancing community livability.	This policy has positive effects as it makes reference to increasing safe mobility for all in West Yorkshire.	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	+	+	++	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	o	o	o	I	T	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to pollution, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to pollution, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to pollution, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	o	o	o	I	P	Regional	Air pollution, noise pollution, light pollution, vulnerable communities	N/A	N/A	The policy has neutral effects as there is no reference to pollution, however the policy is focused on personal safety and security	None identified.	No mitigation identified in 2025.	The policy now references the Weaver Network.	o	o	o	Although the policy has been amended by referencing the Weaver Network, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

Policy Name	ZE1																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanant	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	+	+	+	D	P	Regional	Air quality, local communities, vulnerable populations	N/A	The policy could significantly contribute to air quality enhancement alongside other policies that encourage modal shift from private car use to public transport.	The policy has positive effects as the transition to zero emission bus fleet and electrification of rail will directly contribute to the minimisation of air pollutant emissions and air quality enhancement.	Policy could make more explicit reference to areas with low air quality such as AQMAs in relation to air pollutant emissions controls.	N	The policy now references franchising and fully zero emission bus fleet by 2036.	+	+	++	The policy has been amended to refer to fully zero emission bus fleet by 2036. Therefore, the scoring has increased to very positive in the long term.	Policy could make more explicit reference to areas with low air quality such as AQMAs in relation to air pollutant emissions controls.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	+	+	+	D	T	Regional	Air quality, local communities, transport network, Road network	N/A	The policy could significantly contribute to air quality enhancement alongside other policies that encourage modal shift from private car use to public transport.	The policy has positive effects as the transition to publicly owned bus fleet has great potential in controlling bus fares, which in turn promotes modal shift towards public transport use and improves air quality.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	+	+	+	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	O	O	+	I	T	Regional	Air quality, green and blue infrastructure, habitat	The policy contributes to air quality enhancement which provides better conditions for the creation and enhancement of green and blue infrastructures and habitats over time.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure or habitats, however the policy is focused on emission control of the public transport system. In the long term, the policy could positively contribute to creating better conditions for these sites by managing emissions from public transport.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	+	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	O	O	+	I	T	Regional	Air quality, habitats, protected species, biological and geological sites	The policy contributes to air quality enhancement which reduces adverse impacts on designated habitats and important sites from the transport network over time.	N/A	The policy has neutral effects as there is no reference to designated habitats, protected species, or important biological and geological sites, however the policy is focused on emission control of the public transport system. In the long term, the policy could positively contribute to reducing impacts on these sites by managing emissions from public transport.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	+	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	O	O	+	I	T	Regional	Air quality, green and blue infrastructure, habitats, wildlife corridors and networks	The policy contributes to air quality enhancement which would support the protection and enhancement of green and blue infrastructure over time.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, habitats, or wildlife corridors and networks, however the policy is focused on emission control of the public transport system. In the long term, the policy could positively contribute to reducing impacts on these sites by managing emissions from public transport.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	+	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	O	O	O	I	T	Regional	Green and blue infrastructure	The policy would reduce constraints on identifying suitable locations for green and blue infrastructure by improving air quality over time.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure connectivity, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	+	+	+	D	P	Regional	Transport infrastructure, wildlife, biodiversity	The policy contributes to air quality enhancement which helps to secure biodiversity net gain and supports nature recovery over time.	N/A	The policy has positive effects as the transition to zero emission bus fleet and electrification of rail are good design in relation to transport infrastructure, which helps to secure biodiversity net gain and support nature recovery.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	+	+	+	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	O	O	O	I	P	Regional	Carbon sinks, transport infrastructure	The policy reduces CO2 emissions which would cease imposing additional pressure on the need for new carbon sinks over time.	N/A	The policy has neutral effects as there is no reference to carbon sinks, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	O	O	O	I	P	Regional	Local communities, green and blue infrastructure	The policy could improve accessibility of public transport through the transition to publicly owned bus fleets and the potential to control bus fares. This can in turn increase accessibility of local communities to various destinations, including green and blue infrastructure.	N/A	The policy has neutral effects as there is no reference to accessibility to green and blue infrastructure, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?	O	O	O	I	T	Regional	Natural environment, local nature recovery groups	The policy contributes to air quality enhancement which would support Local Nature Recovery Strategies over time.	N/A	The policy has neutral effects as there is no reference to Local Nature Recovery Strategies or local nature recovery groups, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	+	+	+	D	T	Regional	Transport network, transport infrastructure, local communities	The policy could promote the use of buses through the transition to publicly owned bus fleets and the potential to control bus fares over time.	The policy could contribute to modal shift from private car use to public transport through the transition to publicly owned bus fleets and potential to control bus fares, alongside other policies that improves availability and accessibility of buses.	The policy has positive effects as the transition to publicly owned bus fleet has potential in controlling bus fares, which in turn promotes the use of sustainable forms of transport through enhanced affordability.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	+	+	+	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	+	+	+	I	T	Regional	Transport network, transport infrastructure, local communities	The policy could encourage a reduction in private car use through the transition to publicly owned bus fleets and the potential to control bus fares over time.	The policy could contribute to modal shift from private car use to public transport through the transition to publicly owned bus fleets and potential to control bus fares, alongside other policies that improves availability and accessibility of buses.	The policy has positive effects as the transition to publicly owned bus fleet has potential in controlling bus fares, which in turn promotes the use of buses and encourages a reduction in private car use.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	+	+	+	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	+	+	++	D	T	Regional	Transport network, air quality, local communities	The policy aims for zero emission bus fleet by 2036, which will maximise carbon efficiency of buses in the long term.	The policy could significantly contribute to carbon efficiency in movements alongside other policies that encourage modal shift from private car use to public transport.	The policy has positive effects as the transition to zero emission bus fleet and electrification of rail will directly contribute to the maximisation of carbon efficiency in the movement of goods and people.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	+	+	++	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	+	+	++	D	P	Regional	Transport network, air quality, local communities	The policy promotes the transition to zero emission bus fleet and electrification of rail, which may encourage use of other innovative new low and zero carbon transport technologies over time.	N/A	The policy has positive effects as the transition to zero emission bus fleet and electrification of rail will directly encourage use of innovative new low and zero carbon transport technologies to reduce emissions.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	+	+	++	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	+	+	+	D	P	Regional	Transport network, air quality, local communities	N/A	The policy could significantly contribute to increased low-carbon passenger travel alongside policies that encourage modal shift from private car use to public transport.	The policy has positive effects as the transition to zero emission bus fleet and electrification of rail will turn existing transport facilities into low-carbon travel options, which in turn promotes a wider choice of low-carbon passenger travel.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	+	+	+	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	+	+	++	I	T	Wider	Transport network, natural environment	The policy aims for zero emission bus fleet by 2036 and electrification of rail, which will promote other climate change mitigation and adaptation measures in the long term and influence wider areas.	N/A	The policy has positive effects as the transition to zero emission bus fleet and electrification of rail will encourage the prioritisation of climate change mitigation and adaptation.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	+	+	++	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	+	+	++	D	T	Wider	Transport infrastructure, energy infrastructure	The policy aims for zero emission bus fleet by 2036 and electrification of rail, which will promote the use of low carbon energy generation methods in other transport estates over time and influence wider areas.	N/A	The policy has positive effects as the transition to zero emission bus fleet and electrification of rail will directly encourage use of the transport estate for low carbon energy generation	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	+	+	++	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	O	O	O	I	P	Regional	Local communities, rural communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to rural communities, however the policy is focused on emission control of the public transport system.	Policy could make more explicit reference to rural communities in relation to specific transport needs.	N	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to rural communities in relation to specific transport needs.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	O	O	O	I	T	Wider	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to construction techniques, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	O	O	O	I	T	Wider	Air quality, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to embedded emissions from developments, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	++	D	T	Regional	Air quality, transport infrastructure, energy infrastructure, local communities	N/A	N/A	The policy has positive effects as the transition to zero emission bus fleet and electrification of rail will directly support West Yorkshire's target of achieving net zero by 2038.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	+	+	++	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	O	O	O	I	T	Wider	Transport network, natural environment, built environment	N/A	N/A	The policy has neutral effects as there is no reference to climate mitigation and adaptation, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	O	O	+	I	T	Regional	Air quality, green and blue infrastructure, habitats, flood risk	The policy contributes to air quality enhancement which would support the creation of green and blue infrastructure over time.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, habitats, or climate change, however the policy is focused on emission control of the public transport system. In the long term, the policy could positively contribute to these aspects by managing emissions from public transport.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	+	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to floodplains, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to compensatory measures, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	O	O	O	I	P	Regional	natural environment, built environment, local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to adaptive management and design, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	O	O	O	I	T	Regional	Flood risk, transport network	N/A	N/A	The policy has neutral effects as there is no reference to flood risks, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	+	+	++	D	T	Regional	Transport network, energy infrastructure	N/A	N/A	The policy has positive effects as the transition to zero emission bus fleet and electrification of rail will directly contribute to modal shift in energy use and enable resource efficiency during operations, which reduce the need for extraction.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	+	+	++	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	O	O	O	I	T	Regional	Waste management infrastrcture, local communities	N/A	N/A	The policy has neutral effects as there is no reference to waste management practices, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	O	O	O	I	T	Regional	Waste management infrastrcture, local communities, supply chain, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to the use of recycled or secondary materials, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	+	+	++	D	P	Wider	Transport infrastructure, energy infrastructure	The policy aims for zero emission bus fleet by 2036 and electrification of rail, which will promote sustainable transport and fuel consumption in other trasnport estates over time and influence wider areas.	N/A	The policy has positive effects as the transition to zero emission bus fleet and electrification of rail will directly promote a modal shift to sustainable tranport and reduce fuel consumption.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	+	+	++	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	O	O	O	I	T	Regional	Supply chain, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to the use of local suppliers and locally-produced materials, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	O	O	O	I	T	Regional	Water quality, road infrastructure, drainage system	N/A	N/A	The policy has neutral effects as there is no reference to sustainable road drainage, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	O	O	O	I	P	Regional	Road infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to surfacing, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	O	O	+	I	T	Regional	Green and blue infrastructure, water quality	The policy contributes to air quality enhancement which would support the protection and enhancement of green and blue infrastructure over time.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure or surface water, however the policy is focused on emission control of the public transport system. In the long term, the policy could positively contribute to protecting and enhancing these elements by managing emissions from	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	+	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	O	O	O	I	T	Wider	Habitats, water quality	The policy contributes to air quality enhancement which would support the use of nature-based solutions over time.	N/A	The policy has neutral effects as there is no reference to nature-based solutions, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	O	O	O	I	T	Regional	Green and blue infrastructure, habitats, flood risk	The policy contributes to air quality enhancement which would support the enhancement of blue infrastructure over time.	N/A	The policy has neutral effects as there is no reference to blue infrastructure, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	O	O	O	I	P	Regional	Drainage system, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to drainage systems, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	O	O	O	I	T	Regional	Drainage system, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to previously developed land, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	O	O	O	I	T	Regional	Soil resource, peatland, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to soil resources or peatlands, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	O	O	O	I	T	Regional	Soil resource	N/A	N/A	The policy has neutral effects as there is no reference to agricultural soils, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	O	O	O	I	T	Regional	Mineral safeguarding areas	N/A	N/A	The policy has neutral effects as there is no reference to mineral safeguarding areas, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	O	O	O	I	T	Regional	Soil resource, contaminated land	N/A	N/A	The policy has neutral effects as there is no reference to land or soil contamination, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	O	O	O	I	T	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	O	O	O	I	P	Regional	Local communities, cultural and heritage asset, historic and culturally important sites, transport network	The policy could improve accessibility of public transport through the transition to publicly owned bus fleets and the potential to control bus fares. This can in turn increase accessibility to various destinations, including historic and culturally important sites.	N/A	The policy has neutral effects as there is no reference to accessibility to historic and culturally important sites, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to designated heritage assets, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure, natural environment, landscape, built environment	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape characters, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	O	O	O	I	T	Regional	Landscape, natural environment	N/A	N/A	The policy has neutral effects as there is no reference to nationally designated landscapes, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	O	O	+	I	P	Regional	Air quality, green and blue infrastructure, landscape, built environment	The policy contributes to air quality enhancement which would support the protection and enhancement of green and blue infrastructure over time.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, landscape, or townscape, however the policy is focused on emission control of the public transport system. In the long term, the policy could positively contribute to protecting and enhancing these elements by managing emissions from public transport.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	+	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	O	O	O	I	T	Regional	Public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to public rights of way, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	O	O	O	I	P	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to locally important buildings and townscape, or local distinctiveness, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	O	O	O	I	T	Regional	Built environment	N/A	N/A	The policy has neutral effects as there is no reference to streetscapes, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	O	O	O	I	T	Regional	Road network, transport network	N/A	N/A	The policy has neutral effects as there is no reference to disincentives for private car use, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	O	O	O	I	P	Regional	Local communities, built environment, employment sites, open space, services and facilities	The policy could promote the use of public transport through the transition to publicly owned bus fleets and the potential to control bus fares. This can in turn increase accessibility to various destinations, including key services and facilities, employment sites and open spaces.	N/A	The policy has neutral effects as there is no reference to key services and facilities, employment sites, or open spaces, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	O	O	O	I	P	Regional	Local communities, road infrastructure, transport network	N/A	N/A	The policy has neutral effects as there is no reference to active travel, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	O	O	+	I	T	Regional	Air quality, green and blue infrastructure, landscape, road infrastructure	The policy contributes to air quality enhancement which would support green and blue infrastructure proposals and encourage active travel over time.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure or active travel routes, however the policy is focused on emission control of the public transport system. In the long term, the policy could positively contribute to supporting these elements by managing emissions from	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	+	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	+	D	P	Regional	Transport network, transport infrastructure, local communities	The policy could promote the use of buses through the transition to publicly owned bus fleets and the potential to control bus fares over time.	The policy could contribute to modal shift from private car use to public transport through the transition to publicly owned bus fleets and potential to control bus fares, alongside other policies that improves availability and accessibility of buses.	The policy has positive effects as the transition to publicly owned bus fleet has great potential in controlling bus fares, which in turn promotes modal shift to more sustainable forms of transport.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	+	+	++	The policy has been amended to refer to fully zero emission bus fleet by 2036. Therefore, the scoring has increased to very positive in the long term.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	O	O	O	I	P	Regional	Transport infrastructure, energy infrastructure	The policy encourages shift to low emission vehicles, which will foster the need and provision for charging points and supporting infrastructure over time.	N/A	The policy has neutral effects as there is no reference to charging points and supporting infrastructure, however the policy is focused on emission control of the public transport system.	Policy could make more explicit reference to charging points and supporting infrastructure in relation to zero emission public transport.	N	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to charging points and supporting infrastructure in relation to zero emission public transport.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	O	O	O	I	P	Regional	Local communities, built environment, employment sites, housing sites, transport network	N/A	N/A	The policy has neutral effects as there is no reference to land use planning, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	O	O	O	I	P	Regional	Local communities, employment sites, vulnerable population	The policy could promote the use of public transport through the transition to publicly owned bus fleets and the potential to control bus fares. This can in turn increase accessibility to various destinations, including employment sites.	N/A	The policy has neutral effects as there is no reference to employment, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	O	O	O	I	P	Regional	Local communities, built environment, services and facilities	The policy could promote the use of public transport through the transition to publicly owned bus fleets and the potential to control bus fares. This can in turn increase accessibility to various destinations, including services, facilities, and	N/A	The policy has neutral effects as there is no reference to services, facilities, and amenities, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	O	O	O	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to journey times, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	+	+	++	D	T	Regional	Local economy, transport network, transport infrastructure	The policy contributes to decarbonisation of the public transport system, which has the potential to bring economic benefits with modal shift in energy and fuel usage over time.	N/A	The policy has positive effects as the transition to zero emission bus fleet and electrification of rail decarbonises the public transport system, which supports the optimisation of potential economic outcomes	Policy could make more explicit reference to opportunities in optimising potential economic outcomes in relation to decarbonising public transport.	Partially	The policy now references franchising and fully zero emission bus fleet by 2036.	+	+	++	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	It is considered that the policy could be further enhanced by explicitly reference optimising potential economic outcomes through franchising of public transport.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	+	+	++	D	T	Regional	Local economy, transport network, transport infrastructure	The policy contributes to building efficiency and resilience of the public transport system by modal shift in fuel usage, which has the potential to bring investments over time.	N/A	The policy has positive effects as the transition to zero emission bus fleet and electrification of rail will support the establishment of an effective and resilient transport network, which has the potential to increase	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	+	+	++	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	O	O	O	I	P	Regional	Air quality, employment site, housing site, transport network	The policy could promote the use of public transport through the transition to publicly owned bus fleets and the potential to control bus fares. This can in turn increase accessibility to various destinations, including expected major employment	N/A	The policy has neutral effects as there is no reference to expected major employment or residential areas, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	+	+	+	I	P	Regional	Air quality, local communities, vulnerable population	The policy contributes to air quality enhancement which supports the health and wellbeing of vulnerable groups over time.	N/A	The policy has positive effects as the transition to zero emission bus fleet and electrification of rail will improve air quality and promote the health and wellbeing of vulnerable groups.	Policy could make more explicit reference to areas with high concentration of vulnerable population (e.g. hospitals, care homes) in relation to air pollutant emissions controls.	N	The policy now references franchising and fully zero emission bus fleet by 2036.	+	+	++	The policy has been amended to refer to fully zero emission bus fleet by 2036. Therefore, the scoring has increased to very positive in the long term.	Policy could make more explicit reference to areas with high concentration of vulnerable population (e.g. hospitals, care homes) in relation to air pollutant emissions controls.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	+	+	+	I	P	Wider	Air quality, local communities	The policy contributes to air quality enhancement which supports the health and wellbeing of the wider population over time.	N/A	The policy has positive effects as the transition to zero emission bus fleet and electrification of rail will improve air quality and promote the health and wellbeing of the wider population.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	+	+	++	The policy has been amended to refer to fully zero emission bus fleet by 2036. Therefore, the scoring has increased to very positive in the long term.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	O	O	O	I	P	Regional	Built environment, service and facility, transport network	N/A	N/A	The policy has neutral effects as there is no reference to healthcare services and educational facilities, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	O	O	O	I	P	Regional	Employment site, open space, built environment, transport network	The policy could promote the use of public transport through the transition to publicly owned bus fleets and the potential to control bus fares. This can in turn increase accessibility to various destinations, including open space, recreational activities, and employment locations.	N/A	The policy has neutral effects as there is no reference to open space, recreational activities, or employment locations, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	O	O	O	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to physical and perceived impacts of the transport network, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	O	O	O	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to equality, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	O	O	O	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to inclusive designs, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	+	+	+	D	T	Regional	Transport network, transport infrastructure, local communities, services and facilities	The policy could improve the accessibility and affordability of bus services through the transition to publicly owned bus fleets and the potential to control bus fares over time.	N/A	The policy has positive effects as the transition to publicly owned bus fleet has potential in controlling bus fares, which in turn enhances affordability and accessibility to key destinations for all users.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	+	+	+	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	O	O	O	I	P	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to connection between communities, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	+	+	+	i	P	Regional	Transport network, transport infrastructure, local communities, vulnerable population	The policy could improve the accessibility and affordability of bus services through the transition to publicly owned bus fleets and the potential to control bus fares over time.	N/A	The policy has positive effects as the transition to publicly owned bus fleet has potential in controlling bus fares, which in turn enhances affordability and accessibility for uses in deprived areas.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	+	+	+	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	O	O	O	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to access to information, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to transport safety, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to transport safety, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to transport safety, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to traffic calming, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to road safety, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	+	+	++	D	T	Regional	Local community, air quality, vulnerable population	N/A	N/A	The policy has positive effects as the transition to zero emission bus fleet and electrification of rail will reduce air pollution during operation.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	+	+	++	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	O	O	O	I	P	Regional	Local community, noise level	N/A	N/A	The policy has neutral effects as there is no reference to vibration, however the policy is focused on emission control of the public transport system.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	O	O	O	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	+	+	++	D	T	Regional	Local community, air quality, transport infrastructure	N/A	N/A	The policy has positive effects as the transition to zero emission bus fleet and electrification of rail will reduce air pollution to assist in improving health levels.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	+	+	++	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	+	+	+	D	P	Regional	Local community, air quality, green and blue infrastructure, built environment	The policy contributes to air quality enhancement which improves impact of transport on the local environment over time.	N/A	The policy has positive effects as the transition to zero emission bus fleet and electrification of rail will improve impact of transport on the local environment and could support the creation of more amenable areas.	None identified.	No mitigation identified in 2025.	The policy now references franchising and fully zero emission bus fleet by 2036.	+	+	+	Although the policy has been amended by referencing franchising and fully zero emission bus fleet, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

Policy Name	ZE2																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanant	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAS) and where this pollution disproportionately affects vulnerable populations?	+	+	+	D	P	Regional	Air quality, local communities, vulnerable populations	N/A	N/A	The policy has positive effects as there is reference to the improvement of air quality.	Policy could make more explicit reference to areas with low air quality such as AQMAS in relation to air pollutant emissions controls.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	+	+	++	The policy has been amended to refer to sustainable mode shift and improving access to sustainable transport options, which could help to improve air quality in the long term. Therefore, the scoring has increased to very positive.	Policy could make more explicit reference to areas with low air quality such as AQMAS in relation to air pollutant emissions controls.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	+	+	+	D	T	Regional	Air quality, local communities, transport network, Road network	N/A	N/A	The policy has positive effects as there is reference to the improvement of air quality.	Policy could make more explicit reference to methods to reduce the harmful impacts of transport in relation to traffic levels, congestions, and modal shift.	Y	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	+	+	++	The policy has been amended to refer to sustainable mode shift and improving access to sustainable transport options, which could help to improve air quality in the long term. Therefore, the scoring has increased to very positive.	It is considered that the policy could be further enhanced by including targets set in the World Health Organisation (WHO) Global Air Quality Guidelines.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitat	The policy contributes to air quality enhancement and noise level reduction which provides better conditions for the creation and enhancement of green and blue infrastructures and habitats over time.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure or habitats, however the policy is focused on reducing harmful impacts of the transport system.	Policy could make more explicit reference to methods to reduce the harmful impacts of transport in relation to green and blue infrastructure.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to methods to reduce the harmful impacts of transport in relation to green and blue infrastructure.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	+	+	+	D	T	Regional	Air quality, habitats, protected species, biological and geological sites	N/A	N/A	The policy has positive effects as there is reference to the reduction of harmful impacts of transport.	Policy could make more explicit reference to methods to reduce the harmful impacts of transport in relation designated habitats and protected species, and important biological and geologiccal sites.	Partially	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	+	+	++	The policy has been amended to refer to reducing damage to natural environments, supported by sustainable mode shift and improving access to sustainable transport options, which could help to reduce indirect effects on habitats in the long term. Therefore, the scoring has increased to very positive.	Policy could make more explicit reference to protection for designated habitats and protected species, and important biological and geologiccal sites.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, wildlife corridors and networks	The policy contributes to air quality enhancement and noise level reduction which would support the protection and enhancement of green and blue infrastructure over time.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, habitats, or wildlife corridors and networks, however the policy is focused on reducing harmful impacts of the transport system.	Policy could make more explicit reference to methods to reduce the harmful impacts of transport in relation to green and blue infrastructure.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to methods to reduce the harmful impacts of transport in relation to green and blue infrastructure.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	-	-	-	I	T	Regional	Green and blue infrastructure	The policy would reduce constraints on identifying suitable locations for green and blue infrastructure by reducing the harmful impacts of transport over time.	N/A	The policy has negative effects as there is no reference to green and blue infrastructure connectivity, whereas the policy aims to reduce the harmful impacts of the transport system including air quality and aims to improve the health and wellbeing of local communities.	Policy could make more explicit reference to the promotion of green and blue infrastructure connectivity in relation to reducing the harmful impacts of transport.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	The policy has been amended to refer to reducing damage to natural environments with no explicit reference to green and blue infrastructure. Therefore, the scoring has changed to 'O'.	Policy could make more explicit reference to the promotion of green and blue infrastructure connectivity in relation to reducing the harmful impacts of transport.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	O	O	O	I	P	Regional	Transport infrastructure, wildlife, biodiversity	N/A	N/A	The policy has neutral effects as there is no reference to best practice wildlife-friendly approaches, however the policy is focused on reducing harmful impacts of the transport system.	Policy could make more explicit reference to methods to reduce the harmful impacts of transport in relation to biodiversity net gain and nature recovery.	Partially	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to best practice wildlife-friendly approaches in relation to reducing damage to natura environments.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	-	-	-	I	P	Regional	Carbon sinks, transport infrastructure	The policy reduces CO2 emissions which would cease imposing additional pressure on the need for new carbon sinks over time.	N/A	The policy has negative effects as there is no reference to carbon sinks, whereas the policy aims to reduce the harmful impacts of the transport system including air quality and aims to improve the health and wellbeing of local communities	Policy could make more explicit reference to the protection and creation of carbon sinks in relation to reducing the harmful impacts of transport.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	-	-	-	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the protection and creation of carbon sinks in relation to reducing the harmful impacts of transport.

2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	O	O	O	I	P	Regional	Local communities, green and blue infrastructure	The policy could improve accessibility of public transport by reducing constraints for local communities to utilise public transport and reach various destinations over time.	N/A	The policy has neutral effects as there is no reference to accessibility to green and blue infrastructure, however the policy is focused on reducing harmful impacts of the transport system.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?	O	O	O	I	T	Regional	Natural environment, local nature recovery groups	The policy contributes to air quality enhancement which would support Local Nature Recovery Strategies over time.	N/A	The policy has neutral effects as there is no reference to Local Nature Recovery Strategies or local nature recovery groups, however the policy is focused on reducing harmful impacts of the transport system.	Policy could make more explicit reference to methods to reduce the harmful impacts of transport in relation to Local Nature Recovery Strategies and working with local nature recovery groups.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to methods to reduce the harmful impacts of transport in relation to Local Nature Recovery Strategies and working with local nature recovery groups.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	-	-	-	I	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has negative effects as there is no reference to promoting sustainable transport use, whereas the policy aims to reduce the harmful impacts of the transport system including air quality and aims to improve the health and wellbeing of local communities.	Policy could make more explicit reference to the promotion of sustainable forms of transport in relation to reducing the harmful impacts of transport.	Y	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	+	+	+	The policy has been amended to refer to sustainable mode shift and improving access to sustainable transport options. Therefore, the scoring has increased to positive.	It is considered that the policy could be further enhanced by explicitly referencing public transport availability, affordability, and accessibility.
3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	-	-	-	I	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has negative effects as there is no reference to reduction in private car use, whereas the policy aims to reduce the harmful impacts of the transport system including air quality and aims to improve the health and wellbeing of local communities.	Policy could make more explicit reference to the reduction in private car use in relation to reducing the harmful impacts of transport.	Y	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	+	+	+	The policy has been amended to refer to sustainable mode shift and improving access to sustainable transport options. Therefore, the scoring has increased to positive.	It is considered that the policy could be further enhanced by explicitly referencing measures to prioritise sustainable transport options.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	-	-	-	I	T	Regional	Transport network, air quality, local communities	N/A	N/A	The policy has negative effects as there is no reference to carbon efficiency, whereas the policy aims to reduce the harmful impacts of the transport system including air quality and aims to improve the health and wellbeing of local communities.	Policy could make more explicit reference to encouraging greater carbon efficiency in relation to reducing the harmful impacts of transport.	Y	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	+	+	+	The policy has been amended to refer to sustainable mode shift and improving access to sustainable transport options. Therefore, the scoring has increased to positive.	It is considered that the policy could be further enhanced by explicitly referencing measures to prioritise sustainable transport options.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	-	-	-	I	P	Regional	Transport network, air quality, local communities	N/A	N/A	The policy has negative effects as there is no reference to innovative new low and zero carbon transport technologies, whereas the policy aims to reduce the harmful impacts of the transport system including air quality and aims to improve the health and wellbeing of local communities.	Policy could make more explicit reference to encouraging the use of innovative new low and zero carbon transport technologies in relation to reducing the harmful impacts of transport.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	-	-	-	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to encouraging the use of innovative new low and zero carbon transport technologies in relation to reducing the harmful impacts of transport.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	-	-	-	I	P	Regional	Transport network, air quality, local communities	N/A	N/A	The policy has negative effects as there is no reference to low-carbon passenger travel, whereas the policy aims to reduce the harmful impacts of the transport system including air quality and aims to improve the health and wellbeing of local communities.	Policy could make more explicit reference to the promotion of low-carbon passenger travel in relation to reducing the harmful impacts of transport.	Y	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	+	+	+	The policy has been amended to refer to sustainable mode shift and improving access to sustainable transport options. Therefore, the scoring has increased to positive.	It is considered that the policy could be further enhanced by explicitly referencing measures to prioritise sustainable transport options.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	-	-	-	D	T	Wider	Transport network, natural environment	N/A	N/A	The policy has negative effects as there is no reference to climate change impacts and greenhouse gas emissions, whereas the policy aims to reduce harmful impacts of transport.	Policy could make more explicit reference to adaptation and mitigation methods of transport in relation to the climate change.	Y	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	+	+	+	The policy has been amended to refer to reducing damage to natural environments, sustainable mode shift and improving access to sustainable transport options. Therefore, the scoring has increased to positive.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	-	-	-	D	T	Wider	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has negative effects as there is no reference to the use of the transport estate for low carbon energy generation, whereas the policy aims to reduce the harmful impacts of the transport system including air quality and aims to improve the health and wellbeing of local communities.	Policy could make more explicit reference to the use of low carbon energy generation in transport estates.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	-	-	-	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the use of low carbon energy generation in transport estates.

3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	O	O	O	I	P	Regional	Local communities, rural communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to rural communities, however the policy is focused on reducing the harmful impacts of the transport system.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	-	-	-	D	T	Wider	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has negative effects as there is no reference to low carbon construction materials and techniques, whereas the policy aims to reduce the harmful impacts of the transport system including air quality and aims to improve the health and wellbeing of local communities.	Policy could make more explicit reference to low carbon construction materials and techniques in relation to reducing the harmful impacts of transport in relation to	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	-	-	-	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to low carbon construction materials and techniques in relation to reducing the harmful impacts of transport in relation to
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	-	-	-	D	T	Wider	Air quality, transport infrastructure	N/A	N/A	The policy has negative effects as there is no reference to reducing emissions from transport infrastructure development and maintenance, whereas the policy aims to reduce the harmful impacts of the transport system including air quality and aims to improve the health and wellbeing of local communities.	Policy could make more explicit reference to methods to minimise emissions of transport in relation to the development and maintenance of transport infrastructure.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	-	-	-	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to methods to minimise emissions of transport in relation to the development and maintenance of transport infrastructure.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	-	-	-	I	T	Regional	Air quality, transport infrastructure, energy infrastructure, local communities	N/A	N/A	The policy has negative effects as there is no reference to greenhouse gas emissions, whereas the policy aims to reduce harmful impacts of transport.	Policy could make more explicit reference to reducing greenhouse gas emissions in relation to reducing harmful impacts of transport in West Yorkshire.	Y	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	+	+	++	The policy has been amended to refer to reducing damage to natural environments, sustainable mode shift and improving access to sustainable transport options. Therefore, the scoring has increased to positive and very positive.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	O	O	O	I	T	Wider	Transport network, natural environment, built environment	N/A	N/A	The policy has neutral effects as there is no reference to climate mitigation and adaptation, however the policy is focused on reducing the harmful impacts of the transport system.	Policy could make more explicit reference to methods to manage the transport network in relation to extreme weather events.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to methods to manage the transport network in relation to extreme weather events.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to reducing flood risks through green and blue infrastructure, however the policy is focused on reducing the harmful impacts of the transport system.	Policy could make more explicit reference to methods to reduce the harmful impacts of transport in relation to green and blue infrastructure.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to methods to reduce the harmful impacts of transport in relation to green and blue infrastructure.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to floodplains, however the policy is focused on reducing the harmful impacts of the transport system.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to compensatory measures, however the policy is focused on reducing the harmful impacts of the transport system.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	O	O	O	I	P	Regional	natural environment, built environment, local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to uncertainties in climate effects and scheme requirements, however the policy is focused on reducing the harmful impacts of the transport system.	Policy could make more explicit reference to adaptive management and design of the transport network in relation to uncertainties in climate effects.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to adaptive management and design of the transport network in relation to uncertainties in climate effects.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	O	O	O	I	T	Regional	Flood risk, transport network	N/A	N/A	The policy has neutral effects as there is no reference to flood risks, however the policy is focused on reducing the harmful impacts of the transport system.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	O	O	O	I	T	Regional	Transport network, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to resource efficiency.	Policy could make more explicit reference to methods to reduce the harmful impacts of transport in relation to resource efficiency.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to methods to reduce the harmful impacts of transport in relation to resource efficiency.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	O	O	O	I	T	Regional	Waste management infrastrcture, local communities	N/A	N/A	The policy has neutral effects as there is no reference to waste management practices, however the policy is focused on reducing the harmful impacts of the transport system.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	O	O	O	I	T	Regional	Waste management infrastrcture, local communities, supply chain, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to the use of recycled or secondary materials, however the policy is focused on reducing the harmful impacts of the transport system.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	-	-	-	I	P	Wider	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has negative effects as there is no reference to modal shift to sustainable transport.	Policy could make more explicit reference to modal shift to sustainable transport in relation to reducing the harmful impacts of transport.	Y	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	+	+	++	The policy has been amended to refer to sustainable mode shift and improving access to sustainable transport options. Therefore, the scoring has increased to positive.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	O	O	O	I	T	Regional	Supply chain, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to the use of local suppliers and locally-produced materials, however the policy is focused on reducing the harmful impacts of the transport system.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	-	-	-	I	T	Regional	Water quality, road infrastructure, drainage system	N/A	N/A	The policy has negative effects as there is no reference to sustainable road drainage, where as the policy aims to reduce the harmful impacts of transport.	Policy could make more explicit reference to incorporating sustainable road drainage in relation to reducing the harmful impacts of transport.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	-	-	-	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to incorporating sustainable road drainage in relation to reducing the harmful impacts of transport.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	-	-	-	I	P	Regional	Road infrastructure	N/A	N/A	The policy has negative effects as there is no reference to surfacing, whereas the policy aims to reduce the harmful impacts of transport.	Policy could make more explicit reference to minimising the use of impermeable hard surfacing in relation to reducing the harmful impacts of transport.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	-	-	-	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to minimising the use of impermeable hard surfacing in relation to reducing the harmful impacts of transport.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	-	-	-	I	T	Regional	Green and blue infrastructure, water quality	N/A	N/A	The policy has negative effects as there is no reference to green and blue infrastructure or surface water, whereas the policy aims to reduce the harmful impacts of transport.	Policy could make more explicit reference to the protection and enhancement of green and blue infrastructure in relation to reducing the harmful impacts of transport.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	-	-	-	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the protection and enhancement of green and blue infrastructure in relation to reducing the harmful impacts of transport.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	O	O	O	I	T	Wider	Habitats, water quality	N/A	N/A	The policy has neutral effects as there is no reference to nature-based solutions, however the policy is focused on reducing the harmful impacts of the transport system.	Policy could make more explicit reference to methods to reduce the harmful impacts of transport in relation to nature-based solutions.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to methods to reduce the harmful impacts of transport in relation to nature-based solutions.

6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	O	O	O	I	T	Regional	Green and blue infrastructure, habitats, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to blue infrastructure or flood risks, however the policy is focused on reducing the harmful impacts of the ransport system.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	O	O	O	I	P	Regional	Drainage system, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to drainage systems, however the policy is focused on reducing the harmful impacts of the transport system.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	O	O	O	I	T	Regional	Drainage system, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to previously developed land, however the policy is focused on emission control of the transport system.	Policy could make more explicit reference to the use of previously developed land in relation to the future location choice for transport infrastructure.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the use of previously developed land in relation to the future location choice for transport infrastructure.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	O	O	O	I	T	Regional	Soil resource, peatland, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to soil resources or peatlands, however the policy is focused on reducing the harmful impacts of the transport system.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	O	O	O	I	T	Regional	Soil resource	N/A	N/A	The policy has neutral effects as there is no reference to agricultural soils, however the policy is focused on reducing harmful impacts of the transport system.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	O	O	O	I	T	Regional	Mineral safeguarding areas	N/A	N/A	The policy has neutral effects as there is no reference to mineral safeguarding areas, however the policy is focused on reducing the harmful impacts of the transport system.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	O	O	O	I	T	Regional	Soil resource, contaminated land	N/A	N/A	The policy has neutral effects as there is no reference to land or soil contamination, however the policy is focused on reducing the harmful impacts of the transport system.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	O	O	O	I	T	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on reducing the harmful impacts of the transport system.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	O	O	O	I	P	Regional	Local communities, cultural and heritage asset, historic and culturally important sites, transport network	N/A	N/A	The policy has neutral effects as there is no reference to accessibility to histoeci and culturally important sites, however the policy is focused on reducing the harmful impacts of the transport system.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to designated heritage assets, however the policy is focused on reducing the harmful impacts of the transport system.	Policy could make more explicit reference to the impacts upon designated heritage assets in relation to the management of transport infrastructure.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the impacts upon designated heritage assets in relation to the management of transport infrastructure.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure, natural environment, landscape, built environment	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscape characters, however the policy is focused on reducing the harmful impacts of the transport system.	Policy could make more explicit reference to the impact upon landscape and townscape characters in relation to the design, construction, repair, and maintenance of transport infrastructure.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the impact upon landscape and townscape characters in relation to the design, construction, repair, and maintenance of transport infrastructure.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	O	O	O	I	T	Regional	Landscape, natural environment	N/A	N/A	The policy has neutral effects as there is no reference to nationally designated landscapes, however the policy is focused on reducing harmful impacts of the transport system.	Policy could make more explicit reference to the impact upon nationally designated landscapes in relation to managing the harmful impacts of transport.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the impact upon nationally designated landscapes in relation to managing the harmful impacts of transport.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	O	O	+	I	P	Regional	Air quality, green and blue infrastructure, landscape, built environment	N/A	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, landscape, or townscape, however the policy is focused on reducing the harmful impacts of the transport system.	Policy could make more explicit reference to the provision of green and blue infrastructure in relation to managing the harmful impacts of transport.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	+	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the provision of green and blue infrastructure in relation to managing the harmful impacts of transport.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	O	O	O	I	T	Regional	Public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to public rights of way, however the policy is focused on reducing the harmful impacts of the transport system.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	O	O	O	I	P	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to locally important buildings and townscape, or local distinctiveness, however the policy is focused on reducing the harmful impacts of the transport system.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	-	-	-	D	T	Regional	Built environment	N/A	N/A	The policy has negative effects as there is no reference to removing unnecessary clutter, whereas the policy aim to reduce the harmful impacts of transport on communities.	Policy could make more explicit reference to the removing unnecessary clutter in relation to managing the harmful impacts of transport.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	-	-	-	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the removing unnecessary clutter in relation to managing the harmful impacts of transport.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	-	-	-	D	T	Regional	Road network, transport network	N/A	N/A	The policy has negative effects as there is no reference to disincentives for private car use, whereas the policy aim to reduce the harmful impacts of passengers.	Policy could make more explicit reference to disincentives for private car use in relation to managing the harmful impacts of transport.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	-	-	-	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to disincentives for private car use in relation to managing the harmful impacts of transport.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	O	O	O	I	P	Regional	Local communities, built environment, employment sites, open space, services and facilities	N/A	N/A	The policy has neutral effects as there is no reference to the accessibility of key services and facilities, employment sites, or open spaces, however the policy is focused on reducing the harmful impacts of the transport system.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	+	+	+	The policy has been amended to refer to sustainable mode shift and improving access to sustainable transport options, which could help to improve accessibility to active travel and public transport options. Therefore, the scoring has increased to positive.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	O	O	O	I	P	Regional	Local communities, road infrastructure, transport network	N/A	N/A	The policy has neutral effects as there is no reference to active travel, however the policy is focused on reducing the harmful impacts of the transport system.	Policy could make more explicit reference to promoting modal shift to more sustainable forms of transport such as active travel in relation to managing the harmful impacts of transport.	Partially	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	+	+	+	The policy has been amended to refer to sustainable mode shift and improving access to sustainable transport options, which could include provision for active travel infrastructure. Therefore, the scoring has increased to positive.	It is considered that the policy could be further enhanced by explicitly referencing improvements to active travel infrastructure in support of sustainable mode shift.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	-	-	-	I	T	Regional	Air quality, green and blue infrastructure, landscape, road infrastructure	N/A	N/A	The policy has negative effects as there is no reference to green and blue infrastructure or active travel routes, whereas the policy aim to reduce the harmful impacts of the transport system on air quality and local communities.	Policy could make more explicit reference to the provision of green and blue infrastructure in relation to managing the harmful impacts of transport.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	The policy has been amended to refer to reducing damage to natural environments and sustainable mode shift with no explicit reference to green and blue infrastructure. Therefore, the scoring has changed to 'O'.	Policy could make more explicit reference to the provision of green and blue infrastructure in relation to managing the harmful impacts of transport.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	-	-	-	D	P	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has negative effects as there is no reference to modal shift to more sustainable forms of transport, whereas the policy aim to reduce the harmful impacts of the transport system on air quality and local communities.	Policy could make more explicit reference to promoting modal shift to more sustainable forms of transport such as active travel in relation to managing the harmful impacts of transport.	Partially	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	+	+	+	The policy has been amended to refer to sustainable mode shift and improving access to sustainable transport options. Therefore, the scoring has increased to positive.	It is considered that the policy could be further enhanced by explicitly referencing making sustainable modes more convenient, accessible, and affordable.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	O	O	O	I	P	Regional	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to charging points and supporting infrastructure, however the policy is focused on reducing the harmful impacts of the transport system.	Policy could make more explicit reference to charging points and supporting infrastructure in relation to managing the harmful impacts of transport.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to charging points and supporting infrastructure in relation to managing the harmful impacts of transport.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	O	O	O	I	P	Regional	Local communities, built environment, employment sites, housing sites, transport network	N/A	N/A	The policy has neutral effects as there is no reference to land use planning, however the policy is focused on reducing the harmful impacts of the transport system.	Policy could make more explicit reference to coordinating with land use planning in relation to managing the harmful impacts of transport through introducing new sustainable transport options.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to coordinating with land use planning in relation to managing the harmful impacts of transport through introducing new sustainable transport options.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	O	O	O	I	P	Regional	Local communities, employment sites, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to employment, however the policy is focused on reducing the harmful impacts of the transport system.	Policy could make more explicit reference to improving sustainable transport access in relation to managing the harmful impacts of transport.	Y	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	+	+	+	The policy has been amended to refer to sustainable mode shift and improving access to sustainable transport options, which could help to improve sustainable access. Therefore, the scoring has increased to positive.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	O	O	O	I	P	Regional	Local communities, built environment, services and facilities	N/A	N/A	The policy has neutral effects as there is no reference to services, facilities, and amenities, however the policy is focused on reducing the harmful impacts of the transport system.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	O	O	O	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to journey times, however the policy is focused on reducing the harmful impacts of the transport system.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	O	O	O	I	T	Regional	Local economy, transport network, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to economic outcomes, however the policy is focused on reducing the harmful impacts of the transport system.	Policy could make more explicit reference to promoting decarbonisation of transport such as in relation to managing the harmful impacts of transport and optimise potential economic outcomes.	Y	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	+	+	+	The policy has been amended to refer to sustainable mode shift and improving access to sustainable transport options, which could help to optimise potential economic outcomes. Therefore, the scoring has increased to positive.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	O	O	O	I	T	Regional	Local economy, transport network, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to increasing investments, however the policy is focused on reducing the harmful impacts of the transport system.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	-	-	-	I	P	Regional	Air quality, employment site, housing site, transport network	N/A	N/A	The policy has negative effects as there is no reference to sustainable forms of transport, whereas the policy aims to reduce harmful impacts of the transport system on air quality and local communities.	Policy could make more explicit reference to promoting modal shift to more sustainable forms of transport in relation to managing the harmful impacts of transport.	Y	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	+	+	+	The policy has been amended to refer to sustainable mode shift and improving access to sustainable transport options, which could help to improve sustainable access to different areas. Therefore, the scoring has increased to positive.	None identified.

12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	+	+	+	D	P	Regional	Air quality, local communities, vulnerable population, air quality, noise level	The policy contributes to air quality enhancement which supports the health and wellbeing of vulnerable groups over time.	N/A	The policy has positive effects as there is reference to a focus on areas that have high impacts on health and wellbeing, which directly promote the health and wellbeing of the vulnerable groups.	Policy could make more explicit reference to methods to protect vulnerable groups in relation to managing the harmful impacts of transport.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	+	+	++	The policy has been amended to refer to sustainable mode shift and improving access to sustainable transport options, which reduces air pollution and promotes health and wellbeing. Therefore, the scoring has increased to very positive.	Policy could make more explicit reference to methods to protect vulnerable groups in relation to managing the harmful impacts of transport.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	+	+	+	D	P	Wider	Air quality, noise level, local communities	N/A	N/A	The policy has positive effects as there is reference to a focus on areas that have high impacts on health and wellbeing, which directly promote the health and wellbeing of the wider population.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	+	+	++	The policy has been amended to refer to sustainable mode shift and improving access to sustainable transport options, which reduces air pollution and promotes health and wellbeing. Therefore, the scoring has increased to very positive.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	O	O	O	I	P	Regional	Built environment, service and facility, transport network	N/A	N/A	The policy has neutral effects as there is no reference to healthcare services and educational facilities, however the policy is focused on reducing the harmful impacts of the transport system.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to improving active travel connectivity and accessibility to key services and locations in support of local health and wellbeing improvements.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	O	O	O	I	P	Regional	Employment site, open space, built environment, transport network	The policy could promote accessibility of local communities to key locations by clearing out impacts and obstacles introduced through transport over time.	N/A	The policy has neutral effects as there is no reference to open space, recreational activities, or employment locations, however the policy is focused on reducing the harmful impacts of the transport system.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to improving active travel connectivity and accessibility to key services and locations in support of local health and wellbeing improvements.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	+	+	+	D	T	Regional	Local communities, transport network	N/A	N/A	The policy has positive effects as there is reference to reducing severance of transport.	Policy could make more explicit reference to methods that reduce the physical and perceived impact of the transport network.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	+	+	+	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to methods that reduce the physical and perceived impact of the transport network.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	O	O	O	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to equality, however the policy is focused on reducing the harmful impacts of the transport system.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	O	O	O	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has negative effects as there is no reference to inclusive designs to sustainable modes of transport, whereas the policy is focused on reducing the harmful impacts of the transport system.	Policy could make more explicit reference to improving sustainable transport access in relation to managing the harmful impacts of transport.	Partially	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	It is considered that the policy could be further enhanced by explicitly referencing promotion of inclusive design in support of sustainable mode shift.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities, services and facilities	N/A	N/A	The policy has neutral effects as there is no reference to affordability transport options, however the policy is focused on reducing the harmful impacts of the transport system.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	O	O	O	I	P	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to connection between communities, however the policy is focused on reducing the harmful impacts of the transport system.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	-	-	-	I	P	Regional	Transport network, transport infrastructure, local communities, vulnerable population	N/A	N/A	The policy has negative effects as there is no reference to sustainable modes of transport, whereas the policy is aimed to reduce the harmful impacts of the transport system on air quality and local communities.	Policy could make more explicit reference to promoting modal shift to more sustainable forms of transport such as active travel routes and public transport in relation to managing the harmful impacts of transport.	Partially	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	+	+	+	The policy has been amended to refer to sustainable mode shift and improving access to sustainable transport options. Therefore, the scoring has increased to positive.	It is considered that the policy could be further enhanced by explicitly referencing enhancing access to active travel and public transport provision in the most deprived areas.

13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	O	O	O	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to access to information, however the policy is focused on reducing harmful impacts of transport.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to improvements of public realm and natural surveillance, however the policy is focused on reducing the harmful impacts of the transport system.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	O	O	O	D	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to safety and security issues, however the policy is focused on reducing the harmful impacts of the transport system.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	O	O	O	D	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to reducing car risks, however the policy is focused on reducing the harmful impacts of the transport system.	Policy could make more explicit reference to reducing risks imposed by cars and other vehicles in relation to managing the harmful impacts of transport.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to reducing risks imposed by cars and other vehicles in relation to managing the harmful impacts of transport.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	O	O	O	D	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to traffic calming measures, however the policy is focused on reducing the harmful impacts of the transport system.	Policy could make more explicit reference to traffic calming measures in relation to managing the harmful impacts of transport.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to traffic calming measures in relation to managing the harmful impacts of transport.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to road safety, however the policy is focused on reducing the harmful impacts of the transport system.	Policy could make more explicit reference to reducing risks imposed by cars and other vehicles in relation to managing the harmful impacts of transport.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to reducing risks imposed by cars and other vehicles in relation to managing the harmful impacts of transport.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	+	+	+	D	T	Regional	Local community, air quality, noise level, vulnerable population	N/A	N/A	The policy has positive effects as there is reference to reducing impacts on air quality and noise pollution, with regards to vulnerable groups.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	O	O	O	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	-	-	-	D	P	Regional	Local community, noise level	N/A	N/A	The policy has negative effects as there is no reference to specific practices, equipment, and materials to reduce vibration, whereas the policy aims to reduce the harmful impacts of the transport system on noise pollution.	Policy could make more explicit reference to specific practices, equipment, and materials to reduce vibration in relation to reducing noise pollution.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	-	-	-	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to specific practices, equipment, and materials to reduce vibration in relation to reducing noise pollution.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	-	-	-	D	T	Regional	Local community, air quality, transport infrastructure	N/A	N/A	The policy has negative effects as there is no reference to specific practices, equipment, and materials to reduce air pollution, whereas the policy aims to reduce the harmful impacts of the transport system on air pollution.	Policy could make more explicit reference to specific practices, equipment, and materials to reduce air pollution in relation to managing the harmful impacts of transport.	N	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	-	-	-	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to specific practices, equipment, and materials to reduce air pollution in relation to managing the harmful impacts of transport.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	+	+	+	D	P	Regional	Local community, air quality, green and blue infrastructure, built environment		N/A	The policy has positive effects as there is reference to reducing the impacts of transport including air pollution, severance, and noise pollution.	None identified.	No mitigation identified in 2025.	The policy now references reducing damage to natural environments, sustainable mode shift, and improving access to sustainable transport options.	+	+	+	Although the policy has been amended by referencing reducing damage to natural environment, sustainable mode shift and improving access to sustainable transport options, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

Policy Name	ZE3																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanant	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	+	+	+	I	P	Wider	Air quality, local communities, vulnerable populations	The shift to alternative fuel usage may increase need for existing and new renewable energy generation infrastructure over time. The construction of new fuel infrastructure and disposal of traditional vehicles may pose challenge on the environment and recycling strategies.	N/A	The policy has positive effects as the development of alternative fuels infrastructure would support the minimisation of air pollutant emissions.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	+	+	+	I	T	Regional	Air quality, local communities, transport network, Road network	The shift to alternative fuel usage may increase need for existing and new renewable energy generation infrastructure over time. The construction of new fuel infrastructure and disposal of traditional vehicles may pose challenge on the environment and recycling strategies.	N/A	The policy has positive effects as the development of alternative fuels infrastructure would support the minimisation of air pollutant emissions.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitat	The shift to alternative fuel usage would improve air quality and support the development of green and blue infrastructure.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	O	O	O	I	T	Regional	Air quality, habitats, protected species, biological and geological sites	The shift to alternative fuel usage would improve air quality and avoid impacts on green and blue infrastructure.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, wildlife corridors and networks	The shift to alternative fuel usage would improve air quality and support the development of green and blue infrastructure.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	O	O	O	I	T	Regional	Green and blue infrastructure	The shift to alternative fuel usage would improve air quality and support the development of green and blue infrastructure.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	O	O	O	I	P	Regional	Transport infrastructure, wildlife, biodiversity	The shift to alternative fuel usage would improve air quality and support the wildlife-friendly approaches in the long term.	N/A	The policy has neutral effects as there is no reference to best practice wildlife-friendly approaches, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	O	O	O	I	P	Regional	Carbon sinks, transport infrastructure	The policy reduces CO2 emissions which would cease imposing additional pressure on the need for new carbon sinks over time.	N/A	The policy has neutral effects as there is no reference to carbon sinks, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	O	O	O	I	P	Regional	Local communities, green and blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to accessibility, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?	+	+	+	I	T	Regional	Natural environment, local nature recovery groups	N/A	N/A	The policy has positive effects as the development of alternative fuels infrastructure would improve air quality and support local nature recovery.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has neutral effects as there is no reference to enhancing public transport affordability, availability or accessibility, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has neutral effects as there is no reference to reduction in private car use, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	+	+	+	D	T	Regional	Transport network, air quality, local communities	N/A	The policy could significantly contribute to improvements in carbon efficiency alongside other policies that promotes a modal shift to public transport.	The policy has positive effects as the development of alternative fuels in heavy vehicles directly encourages greater carbon efficiency in the movement of goods and people.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	+	+	+	D	P	Regional	Transport network, air quality, local communities	N/A	The policy could significantly contribute to improvements in carbon efficiency alongside other policies that promotes a modal shift to public transport.	The policy has positive effects as the development of alternative fuels infrastructure directly encourages use of innovative new low and zero carbon transport technologies.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low-carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	+	+	+	I	P	Regional	Transport network, air quality, local communities	N/A	N/A	The policy has positive effects as there is reference to decarbonisation of buses, which promotes a wider choice of low-carbon passenger travel.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	+	+	+	I	T	Regional	Transport network, natural environment	N/A	N/A	The policy has positive effects as there is reference to decarbonisation of buses, which encourages the prioritisation of climate change mitigation and adaptation.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	+	+	+	D	T	Regional	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has positive effects as there is reference to decarbonisation of heavy vehicles and development, which directly encourages the low carbon energy generation with transport estates.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	O	O	O	I	P	Regional	Local communities, rural communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to the needs of rural communities, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	O	O	O	I	T	Wider	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to construction techniques, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	O	O	O	I	T	Wider	Air quality, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to embedded emissions from developments, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	++	D	T	Regional	Air quality, transport infrastructure, energy infrastructure, local communities	The shift to alternative fuel usage may increase need for existing and new renewable energy generation infrastructure over time. The construction of new fuel infrastructure and disposal of traditional vehicles may pose challenge on the environment and recycling strategies.	N/A	The policy has positive effects as the development of alternative fuels infrastructure directly supports West Yorkshire's net zero target by 2038.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	O	O	O	I	T	Wider	Transport network, natural environment, built environment	The shift to alternative fuel usage could contribute to climate mitigation and adaptation in the long term.	N/A	The policy has neutral effects as there is no reference to climate mitigation and adaptation, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, flood risk	The shift to alternative fuel usage would improve air quality and support the development of green and blue infrastructure.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure or flood risks, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to floodplains, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to compensatory measures for floodplain land take, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	O	O	O	I	P	Wider	natural environment, built environment, local communities, transport network	The shift to alternative fuel usage could contribute to climate mitigation and adaptation in the long term.	N/A	The policy has neutral effects as there is no reference to uncertainties in climate effects, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	O	O	O	I	T	Regional	Flood risk, transport network	N/A	N/A	The policy has neutral effects as there is no reference to flood risks, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	+	+	+	D	T	Wider	Transport network, energy infrastructure	The shift to alternative fuel usage may increase need for existing and new renewable energy generation infrastructure over time. The construction of new fuel infrastructure and disposal of traditional vehicles may pose challenge on the environment and recycling strategies.	N/A	The policy has positive effects as the development of alternative fuels infrastructure directly promotes resource efficiency and reduces need for extraction.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	O	O	O	I	T	Regional	Waste management infrastructure, local communities	The shift to alternative fuel usage may largely replace existing vehicles and create large wastes and recycling challenges.	N/A	The policy has neutral effects as there is no reference to waste management practices, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	O	O	O	I	T	Regional	Waste management infrastructure, local communities, supply chain, construction industry	The shift to alternative fuel usage may largely replace existing vehicles and create large wastes and recycling challenges.	N/A	The policy has neutral effects as there is no reference to waste management practices, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	+	+	++	D	P	Wider	Transport infrastructure, energy infrastructure	The shift to alternative fuel usage may increase pressure on the need for renewable energy or fuels over time.	N/A	The policy has positive effects as the development of alternative fuels infrastructure directly promotes a modal shift to sustainable transport and reduce fuel consumption.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	++	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	O	O	O	I	T	Regional	Supply chain, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to local suppliers, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	O	O	O	I	T	Regional	Water quality, road infrastructure, drainage system	N/A	N/A	The policy has neutral effects as there is no reference to sustainable road drainage, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	O	O	O	I	P	Regional	Road infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to surfacing, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	O	O	O	I	T	Regional	Green and blue infrastructure, water quality	The shift to alternative fuel usage would improve air quality and support the development of green and blue infrastructure.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	O	O	O	I	T	Regional	Habitats, water quality	The shift to alternative fuel usage would improve air quality and support the development of nature-based solutions.	N/A	The policy has neutral effects as there is no reference to nature-based solutions, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	O	O	O	I	T	Regional	Green and blue infrastructure, habitats, flood risk	The shift to alternative fuel usage would improve air quality and support the development of blue infrastructure.	N/A	The policy has neutral effects as there is no reference to blue infrastructure, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	O	O	O	I	P	Regional	Drainage system, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to drainage systems, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	O	O	O	I	T	Regional	Drainage system, flood risk	The shift to alternative fuel usage may increase the need for new renewable energy infrastructure, which will need to be located in appropriate locations.	N/A	The policy has neutral effects as there is no reference to use of land, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	O	O	O	I	T	Regional	Soil resource, peatland, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to soil resources, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	O	O	O	I	T	Regional	Soil resource	N/A	N/A	The policy has neutral effects as there is no reference to agricultural soils, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	O	O	O	I	T	Regional	Mineral safeguarding areas	N/A	N/A	The policy has neutral effects as there is no reference to mineral safeguarding areas, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	O	O	O	I	T	Regional	Soil resource, contaminated land	N/A	N/A	The policy has neutral effects as there is no reference to contaminated land and soils, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	O	O	O	I	T	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	O	O	O	I	P	Regional	Local communities, cultural and heritage asset, historic and culturally important sites, transport network	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure, natural environment, landscape, built environment	N/A	N/A	The policy has neutral effects as there is no reference to landscape and townscapes, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	O	O	O	I	T	Regional	Landscape, natural environment	N/A	N/A	The policy has neutral effects as there is no reference to designated landscapes, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	O	O	O	I	P	Regional	Air quality, green and blue infrastructure, landscape, built environment	The shift to alternative fuel usage would improve air quality and support the development of green and blue infrastructure.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	O	O	O	I	T	Regional	Public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to public rights of way, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	O	O	O	I	P	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to locally important buildings and townscapes, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	O	O	O	I	T	Regional	Built environment	N/A	N/A	The policy has neutral effects as there is no reference to removing unnecessary clutter, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	O	O	O	I	T	Regional	Road network, transport network	N/A	N/A	The policy has neutral effects as there is no reference to traffic calming measures, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	O	O	O	I	P	Regional	Local communities, built environment, employment sites, open space, services and facilities	N/A	N/A	The policy has neutral effects as there is no reference to accessibility, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	O	O	O	I	P	Regional	Local communities, road infrastructure, transport network	N/A	N/A	The policy has neutral effects as there is no reference to active travel infrastructure, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, landscape, road infrastructure	The shift to alternative fuel usage would improve air quality and support the development of green and blue infrastructure.	N/A	The policy has neutral effects as there is no reference to active travel infrastructure, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	+	D	P	Wider	Transport network, transport infrastructure, local communities	N/A	The policy could significantly contribute to the promotion of sustainable transport alongside other policies that improves the convenience, accessibility, and affordability of public transport.	The policy has positive effects as the development of alternative fuels in buses directly promotes modal shift to more sustainable forms of transport.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	-	-	-	D	P	Regional	Transport infrastructure, energy infrastructure	The shift to alternative fuel use could impose a strong demand on renewable energy facilities including charging points, which would require significantly more planning and installations of such facilities.	N/A	The policy has negative effects as there is no reference to charging points, whereas the policy aims to promote electrification of heavy vehicles.	Policy could make more explicit reference to charging points and supporting infrastructure in relation to the development of alternative fuels infrastructure.	N	The policy has not changed.	-	-	-	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	Policy could make more explicit reference to charging points and supporting infrastructure in relation to the development of alternative fuels infrastructure.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	O	O	O	I	P	Regional	Local communities, built environment, employment sites, housing sites, transport network	The shift to alternative fuel usage may increase the need for new renewable energy infrastructure, which will need to be located in appropriate locations.	N/A	The policy has neutral effects as there is no reference to land use planning, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	+	+	+	D	P	Regional	Local communities, employment sites, vulnerable population	N/A	N/A	The policy has positive effects as the development of alternative fuels in buses directly promotes sustainable forms of transport to various locations.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	O	O	O	I	P	Regional	Local communities, built environment, services and facilities	N/A	N/A	The policy has neutral effects as there is no reference to accessibility, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	O	O	O	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to journey times, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	+	+	+	D	T	Regional	Local economy, transport network, transport infrastructure	N/A	N/A	The policy has positive effects as there is reference to decarbonisation of heavy vehicles, which could encourage the optimisation of potential economic outcomes for West Yorkshire.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	+	+	+	D	T	Regional	Local economy, transport network, transport infrastructure	The shift to alternative fuel usage could contribute to building an effective and resilient transport network in the long term.	N/A	The policy has positive effects as the development of alternative fuels infrastructure has the potential to attract investments,	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	O	O	O	I	P	Regional	Air quality, employment site, housing site, transport network	N/A	N/A	The policy has neutral effects as there is no reference to employment and residential growth areas, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	+	+	+	I	P	Wider	Air quality, local communities, vulnerable population, air quality	N/A	N/A	The policy has positive effects as the decarbonisation of heavy vehicles can reduce impacts on the health and wellbeing of all local and wider communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	+	+	+	I	P	Wider	Air quality, local communities	N/A	N/A	The policy has positive effects as the decarbonisation of heavy vehicles can reduce impacts on the health and wellbeing of all local and wider communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	O	O	O	I	P	Regional	Built environment, service and facility, transport network	N/A	N/A	The policy has neutral effects as there is no reference to connectivity, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	O	O	O	I	P	Regional	Employment site, open space, built environment, transport network	N/A	N/A	The policy has neutral effects as there is no reference to accessibility, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	O	O	O	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to severance issues, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	O	O	O	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to equality, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	O	O	O	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to inclusive designs, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities, services and facilities	N/A	N/A	The policy has neutral effects as there is no reference to accessibility, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	O	O	O	I	P	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to connectivity, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	O	O	O	I	P	Regional	Transport network, transport infrastructure, local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to active travel routes, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	O	O	O	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to accessibility, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to public safety, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to public safety, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to public safety, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to traffic calming measures, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to road safety, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	+	+	+	I	T	Wider	Local community, air quality, vulnerable population	N/A	N/A	The policy has positive effects as the development of alternative fuels infrastructure reduces air pollution for all local communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	O	O	O	I	P	Regional	Local community, noise level	N/A	N/A	The policy has neutral effects as there is no reference to vibration, however the policy is focused on alternative fuel usage.	None identified.	No mitigation identified in 2025.	The policy has not changed.	O	O	O	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	+	+	+	I	T	Wider	Local community, air quality, transport infrastructure	N/A	N/A	The policy has positive effects as the development of alternative fuels infrastructure reduces air pollution and improve health levels for all local communities.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	+	+	+	I	P	Regional	Local community, air quality, green and blue infrastructure, built environment	The shift to alternative fuel usage could reduce the level of air pollution from the transport system, which could support the creation of more amenable areas in the open air.	N/A	The policy has positive effects as the development of alternative fuels could improve the impact of pollution on the local environment and create more amenable areas for all users.	None identified.	No mitigation identified in 2025.	The policy has not changed.	+	+	+	Scoring has not changed from the 1 st iteration of assessment based on no amendments being made against this assessment criteria.	None identified.

Policy Name	ZE4																			
Ref	Objective	Assesment Criteria	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Spatial Consideration: Local, Regional, Wider	Receptors and/or Affected Groups	Potential Cumulative Effects	Potential Synergistic Effects	Explanation Against Objective	Mitigation/Enhancement	Has the 2025 mitigation been addressed?	Commentary on changes made since 2025	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of new scoring	Residual Impacts
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and enhancement of air quality particularly in areas with low air quality (e.g., AQMAs) and where this pollution disproportionately affects vulnerable populations?	+	+	+	I	P	Regional	Air quality, local communities, vulnerable populations	N/A	N/A	The policy has positive effects as the implementation of charging facilities will encourage a modal shift to zero emission vehicals and reduce air pollution emissions.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	+	+	+	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
1	Protect and enhance local air quality	Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	?	?	?	I	T	Regional	Air quality, local communities, transport network, Road network	N/A	N/A	The policy has uncertain effects as the implementation of charging facilities will encourage a modal shift to zero emission vehicals and improve air quality, however the policy also supports the use of zero emission cars and does not enable modal shift away from private car use.	Policy could make more explicit statement that private car use will not be encouraged through the introduction of this policy.	N	The policy now references public investment on top of private investment to charging infrastructure.	?	?	?	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit statement that private car use will not be encouraged through the introduction of this policy.
1	Protect and enhance local air quality	Explore opportunities for green and blue infrastructure and habitat creation and enhancement, which delivers multi functional benefits?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitat	The implementation of charging infrastructure would encourage alternative fuel usage and improve air quality, which could support the development of green and blue infrastructure.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Avoid direct or indirect significant adverse effects on designated habitats and protected species, and important biological and geological sites?	O	O	O	I	T	Regional	Air quality, habitats, protected species, biological and geological sites	The implementation of charging infrastructure would encourage alternative fuel usage and improve air quality, which could reduce impacts on habitats and important sites.	N/A	The policy has neutral effects as there is no reference to habitats or important sites, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect and enhance green and blue infrastructure to maximise ecological connectivity, avoiding severance of habitats and providing wildlife corridors and networks?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, wildlife corridors and networks	The implementation of charging infrastructure would encourage alternative fuel usage and improve air quality, which could support the development of green and blue infrastructure.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Explore the suitable connectivity between green and blue infrastructure?	O	O	O	I	T	Regional	Green and blue infrastructure	The implementation of charging infrastructure would encourage alternative fuel usage and improve air quality, which could support the development of green and blue infrastructure.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Promote good design in relation to transport infrastructure, through best practice wildlife-friendly approaches which seek to secure biodiversity net gain and support nature recovery?	O	O	O	I	P	Regional	Transport infrastructure, wildlife, biodiversity	The implementation of charging infrastructure would encourage alternative fuel usage and improve air quality, which could support wildlife-friendly approaches.	N/A	The policy has neutral effects as there is no reference to best practice wildlife-friendly approaches, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Protect existing and/or create new carbon sinks, where practical, in order to absorb increased amounts of CO2 where possible within transport schemes?	O	O	O	I	P	Regional	Carbon sinks, transport infrastructure	The policy reduces CO2 emissions which would cease imposing additional pressure on the need for new carbon sinks over time.	N/A	The policy has neutral effects as there is no reference to carbon sinks, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Increase accessibility of local communities to appropriately designed multifunctional green and blue infrastructure?	O	O	O	I	P	Regional	Local communities, green and blue infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to accessibility, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	Support Local Nature Recovery Strategies and work with local nature recovery groups?	+	+	+	I	T	Regional	Natural environment, local nature recovery groups	N/A	N/A	The policy has positive effects as the implementation of charging infrastructure would improve air quality and support local nature recovery.	Policy could make more explicit reference to local nature recovery groups in relation to working with industry.	N	The policy now references public investment on top of private investment to charging infrastructure.	+	+	+	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote the use of sustainable forms of transport through enhanced public transport availability, affordability, and accessibility?	+	+	+	D	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has positive effects as the development of alternative fuels infrastructure would improve air quality and support local nature recovery.	Policy could make more explicit reference to the promotion of sustainable forms of public transport in relation to charging infrastructure planning and implementation.	N	The policy now references public investment on top of private investment to charging infrastructure.	+	+	+	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to the promotion of sustainable forms of public transport in relation to charging infrastructure planning and implementation.
3	Reduce greenhouse gas emissions from transport	Encourage a reduction in private car use?	-	-	-	D	T	Regional	Transport network, transport infrastructure, local communities	N/A	N/A	The policy has negative effects as the policy encourages transition to zero emission cars, with no reference to reduction in private car use.	Policy could make more explicit statement that private car use will not be encouraged through the introduction of this policy.	N	The policy now references public investment on top of private investment to charging infrastructure.	-	-	-	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit statement that private car use will not be encouraged through the introduction of this policy.
3	Reduce greenhouse gas emissions from transport	Encourage greater carbon efficiency in the movement of goods and people?	+	+	+	D	T	Regional	Transport network, air quality, local communities	N/A	N/A	The policy has positive effects as the implementation of charging facilities directly encourages greater carbon efficiency in transport movements.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	+	+	+	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	+	+	+	D	P	Regional	Transport network, air quality, local communities	N/A	N/A	The policy has positive effects as the implementation of charging facilities directly encourages the use of innovative new low and zero carbon transport technologies.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	+	+	+	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Promote a wider choice of low carbon passenger travel through quality integrated facilities and services, active travel improvements (including walking and cycling), demand management, network management, travel planning and intelligent transport systems?	+	+	+	I	P	Regional	Transport network, air quality, local communities	N/A	N/A	The policy has positive effects as the implementation of charging facilities directly promotes a wider choice of low carbon passenger travel.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	+	+	+	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage the prioritisation of climate change mitigation and adaptation?	+	+	+	I	T	Regional	Transport network, natural environment	N/A	N/A	The policy has positive effects as the implementation of charging facilities encourages the prioritisation of climate mitigation and adaptation.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	+	+	+	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Encourage use of the transport estate for low carbon energy generation?	+	+	+	I	T	Regional	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has positive effects as the implementation of charging facilities encourages low carbon energy generation in transport estates.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	+	+	+	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

3	Reduce greenhouse gas emissions from transport	Consider the specific transport needs of rural communities?	O	O	O	I	P	Regional	Local communities, rural communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to the specific needs of rural communities, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Explore opportunities for low carbon construction materials and techniques?	+	+	++	D	T	Regional	Transport infrastructure, energy infrastructure	The shift to zero emission cars may significantly increase demand for electricity and pose challenge to renewable energy generation infrastructure.	N/A	The policy has positive effects as the implementation of charging facilities directly promotes the use of low carbon techniques.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	+	+	++	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure?	+	+	++	D	T	Regional	Air quality, transport infrastructure	The shift to zero emission cars may significantly increase demand for electricity and pose challenge to renewable energy generation infrastructure.	N/A	The policy has positive effects as the implementation of charging facilities directly reduces emissions from the development of new transport infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	+	+	++	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
3	Reduce greenhouse gas emissions from transport	Support West Yorkshire's target of achieving net zero by 2038?	+	+	+	D	T	Regional	Air quality, transport infrastructure, energy infrastructure, local communities	The shift to zero emission vehicles may significantly increase demand for electricity and pose challenge to renewable energy generation infrastructure.	N/A	The policy has positive effects as the implementation of charging facilities directly support West Yorkshire's net zero target by 2038.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	+	+	+	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Promote an increase in the resilience and sustainability of the transport network to extreme weather events and a changing climate by integrating climate mitigation and adaptation?	O	O	O	I	T	Wider	Transport network, natural environment, built environment	The shift to zero emission vehicles could contribute to climate mitigation and adaptation in the long term.	N/A	The policy has neutral effects as there is no reference to climate mitigation and adaptation, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Explore opportunities for creating green and blue infrastructure which can both help to manage localised flood risk and create new habitats, taking into account the vulnerability of habitats to climate change?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, habitats, flood risk	The shift to zero emission vehicles would improve air quality and support the development of green and blue infrastructure.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure or flood risks, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that floodplains are used for their natural purpose and are protected from inappropriate development?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to floodplains, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	O	O	O	I	T	Regional	Flood risk, built environment	N/A	N/A	The policy has neutral effects as there is no reference to compensatory measures for floodplain land take, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
4	Increase resilience of the transport network to climate change and associated extreme weather events	Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements?	O	O	O	I	P	Wider	natural environment, built environment, local communities, transport network	The shift to zero emission vehicles could contribute to climate mitigation and adaptation in the long term.	N/A	The policy has neutral effects as there is no reference to uncertainties in climatic effects, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

4	Increase resilience of the transport network to climate change and associated extreme weather events	Ensure that transport schemes and any related elements do not increase flood risk to others?	O	O	O	I	T	Wider	Flood risk, transport network	N/A	N/A	The policy has neutral effects as there is no reference to flood risks, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Enable new infrastructure to be resource efficient (materials, energy, water, sustainable procurement, etc.) in construction and operation, to reduce extraction and increase circularity?	+	+	+	D	T	Wider	Transport network, energy infrastructure	The shift to zero emission vehicles may significantly increase demand for electricity and pose challenge to renewable energy generation infrastructure.	N/A	The policy has positive effects as the implementag directly promotes resource efficiency and reduces need for extraction.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	+	+	+	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote sustainable waste management practices?	O	O	O	I	T	Regional	Waste management infrastrcture, local communities	The shift to zero emission vehicles may largely replace existing vehicles and create large wastes and recycling challenges.	N/A	The policy has neutral effects as there is no reference to waste management practices, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of recycled or secondary materials in construction?	O	O	O	I	T	Regional	Waste management infrastrcture, local communities, supply chain, construction industry	The shift to zero emission vehicles may largely replace existing vehicles and create large wastes and recycling challenges.	N/A	The policy has neutral effects as there is no reference to waste management practices, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote a modal shift to sustainable transport to reduce fuel consumption?	+	+	+	D	P	Regional	Transport infrastructure, energy infrastructure	The shift to zero emission vehicles may increase pressure on the need for renewable energy or fuels over time.	N/A	The policy has positive effects as the implementation of charging facilities directly promotes a modal shift to sustainable fuel consumption.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	+	+	+	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	Promote the use of local suppliers and locally-produced materials in construction?	O	O	O	I	T	Regional	Supply chain, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to suppliers, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect the quality of surface and groundwater resources by incorporating sustainable road drainage (e.g., SuDS)?	O	O	O	I	T	Regional	Water quality, road infrastructure, drainage system	N/A	N/A	The policy has neutral effects as there is no reference to road drainage, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Minimise the use of impermeable hard surfacing?	O	O	O	I	P	Regional	Road infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to road surfacing, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Protect and enhance green and blue infrastructure contributing to improvements in the quality of surface water run-off?	O	O	O	I	T	Regional	Green and blue infrastructure, water quality	The shift to zero emission vehicles would improve air quality and support the development of green and blue infrastructure.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Support the use of nature-based solutions to protect aquatic habitats?	O	O	O	I	T	Regional	Habitats, water quality	The shift to zero emission vehicles would improve air quality and support the development of nature-based solutions.	N/A	The policy has neutral effects as there is no reference to nature-based solutions, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

6	Protect and enhance the water environment	Explore opportunities for blue infrastructure enhancement to help manage localised flood risk and create new habitats?	O	O	O	I	T	Regional	Green and blue infrastructure, habitats, flood risk	The shift to zero emission vehicles would improve air quality and support the development of blue infrastructure.	N/A	The policy has neutral effects as there is no reference to blue infrastructure, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
6	Protect and enhance the water environment	Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	O	O	O	I	P	Regional	Drainage system, flood risk	N/A	N/A	The policy has neutral effects as there is no reference to drainage systems, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and seek to remediate contaminated land	Encourage use of previously developed land and minimise use of greenfield land?	O	O	O	I	T	Regional	Drainage system, flood risk	The shift to zero emission vehicles may increase the need for new renewable energy infrastructure, which will need to be located in appropriate locations.	N/A	The policy has neutral effects as there is no reference to land use, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Encourage the protection of soil resources and peatlands, particularly during the construction phase of schemes?	O	O	O	I	T	Regional	Soil resource, peatland, construction industry	N/A	N/A	The policy has neutral effects as there is no reference to soil resources, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid disturbance, harm, contamination, or permanent (irreversible) loss of the most highly productive agricultural soils?	O	O	O	I	T	Regional	Soil resource	N/A	N/A	The policy has neutral effects as there is no reference to agricultural soils, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Avoid mineral safeguarding areas?	O	O	O	I	T	Regional	Mineral safeguarding areas	N/A	N/A	The policy has neutral effects as there is no reference to mineral safeguarding areas, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
7	Conserve soil resources and quality and seek to remediate contaminated land	Support the remediation of contaminated land and avoid additional contamination of soils?	O	O	O	I	T	Regional	Soil resource, contaminated land	N/A	N/A	The policy has neutral effects as there is no reference to contaminated land, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Conserve, protect and enhance the region's designated and non-designated cultural and heritage assets and their settings (e.g., locally important buildings, archaeological remains, world heritage sites, scheduled monuments, listed buildings and structures, registered parks and gardens, registered battlefields and conservation areas)?	O	O	O	I	T	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to heritage assets, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Improve access to historic and culturally important sites by sustainable transport modes?	O	O	O	I	P	Regional	Local communities, cultural and heritage asset, historic and culturally important sites, transport network	N/A	N/A	The policy has neutral effects as there is no reference to cultural and heritage assets, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	Support the appropriate management of transport infrastructure which include or impact upon designated heritage assets?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure	N/A	N/A	The policy has neutral effects as there is no reference to designated heritage assets, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Encourage the design, construction, repair, and maintenance of transport infrastructure which respects and enhances the landscape and townscape character?	O	O	O	I	T	Regional	Cultural and heritage asset, transport infrastructure, natural environment, landscape, built environment	N/A	N/A	The policy has neutral effects as there is no reference to landscape or townscapes, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect the special qualities and setting of nationally designated landscapes?	O	O	O	I	T	Regional	Landscape, natural environment	N/A	N/A	The policy has neutral effects as there is no reference to landscape or townscapes, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance green and blue infrastructure which contributes to improved landscape and townscape?	O	O	O	I	P	Regional	Air quality, green and blue infrastructure, landscape, built environment	The shift to zero emission vehicles would improve air quality and support the development of green and blue infrastructure.	N/A	The policy has neutral effects as there is no reference to landscape or townscapes, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect public rights of way?	O	O	O	I	T	Regional	Public rights of way	N/A	N/A	The policy has neutral effects as there is no reference to public rights of way, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Protect and enhance locally important buildings and townscapes, maintaining and strengthening local distinctiveness and sense of place?	O	O	O	I	P	Regional	Cultural and heritage asset, built environment	N/A	N/A	The policy has neutral effects as there is no reference to buildings or townscapes, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
9	Protect and enhance the character and quality of landscape and townscape	Improve the streetscape by removing unnecessary clutter?	O	O	O	I	T	Regional	Built environment	N/A	N/A	The policy has neutral effects as there is no reference to streetscapes, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Reduce road traffic and congestion through introducing disincentives for private car use (e.g., congestion charging, limiting parking spaces)?	O	O	O	I	T	Regional	Road network, transport network	N/A	N/A	The policy has neutral effects as there is no reference to disincentives for private car use, however the policy is focused on charging infrastructure.	Policy could make more explicit statement that private car use will not be encouraged through the introduction of this policy.	N	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit statement that private car use will not be encouraged through the introduction of this policy.
10	Promote sustainable modes of transport, including public transport and active travel	Promote accessibility (particularly by active travel and public transport) to key services and facilities, employment sites and open space?	O	O	O	I	P	Regional	Local communities, built environment, employment sites, open space, services and facilities	N/A	N/A	The policy has neutral effects as there is no reference to accessibility, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

10	Promote sustainable modes of transport, including public transport and active travel	Improve the quality and availability of active travel infrastructure?	O	O	O	I	P	Regional	Local communities, road infrastructure, transport network	N/A	N/A	The policy has neutral effects as there is no reference to active travel, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Explore synergies with green and blue infrastructure proposals for enhancing active travel routes?	O	O	O	I	T	Regional	Air quality, green and blue infrastructure, landscape, road infrastructure	The shift to zero emission vehicles would improve air quality and support the development of green and blue infrastructure.	N/A	The policy has neutral effects as there is no reference to green and blue infrastructure, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Promote modal shift to more sustainable forms of transport and continue making these forms of travel more convenient, accessible, and affordable?	+	+	+	D	P	Wider	Transport network, transport infrastructure, local communities	N/A	The policy could significantly contribute to the promotion of sustainable transport alongside other policies that improves the convenience, accessibility, and affordability of public transport.	The policy has positive effects as the implementation of charging facilities directly promotes modal shift to more sustainable forms of transport.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	+	+	+	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Encourage a shift to low emission vehicles through provision of charging points and supporting infrastructure?	+	++	++	D	P	Regional	Transport infrastructure, energy infrastructure	N/A	N/A	The policy has positive effects as there is reference to provision of charging points.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	+	++	++	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
10	Promote sustainable modes of transport, including public transport and active travel	Coordinate with land use planning to ensure new housing and employment areas are served by adequate sustainable transport options?	-	-	-	I	P	Regional	Local communities, built environment, employment sites, housing sites, transport network	The shift to zero emission vehicles may increase the need for new renewable energy infrastructure, which will need to be located in appropriate locations.	N/A	The policy has negative effects as there is no reference to coordination with land use planning, whereas the policy aims for regional coverage of charging infrastructure.	Policy could make more explicit reference to coordination with land use planning in relation to locating the charging infrastrcture.	N	The policy now references public investment on top of private investment to charging infrastructure.	-	-	-	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to coordination with land use planning in relation to locating the charging infrastrcture.
11	Enhance economic prosperity and access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment?	+	+	+	D	P	Regional	Local communities, employment sites, vulnerable population	N/A	N/A	The policy has positive effects as the implementation of charging facilities directly promotes sustianable forms of transport to various locations.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	+	+	+	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Improve accessibility to services, facilities, and amenities for all users?	O	O	O	I	P	Regional	Local communities, built environment, services and facilities	N/A	N/A	The policy has neutral effects as there is no reference to accessibility, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Support the reduction of overall journey times (passengers and freight) and improve travel convenience and reliability?	O	O	O	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to journey times, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Encourage the optimisation of potential economic outcomes for West Yorkshire from decarbonisation of transport?	+	+	+	D	T	Regional	Local economy, transport network, transport infrastructure	N/A	N/A	The policy has positive effects as the implementation of charging facilities will support decarbonisation, which could encourage the optimisation of potential economic outcomes for West Yorkshire.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	+	+	+	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Contribute to establishing an effective and resilient transport network that increases investment?	+	++	++	D	T	Regional	Local economy, transport network, transport infrastructure	The shift to zero emission vehicles could contribute to buidling an effective and resilient transport network in the long term.	N/A	The policy has positive effects as there is reference to supporting private investment charging infrastrcture.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	+	++	++	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
11	Enhance economic prosperity and access to opportunities	Ensure accessibility by sustainable forms of transport to expected major employment and residential growth areas?	+	+	+	D	P	Regional	Air quality, employment site, housing site, transport network	N/A	N/A	The policy has positive effects as the implementation of charging facilities directly promotes sustianable forms of transport to various locations.	Policy could make more explicit reference to coordination with land use planning in relation to locating the charging infrastrcture.	N	The policy now references public investment on top of private investment to charging infrastructure.	+	+	+	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to coordination with land use planning in relation to locating the charging infrastrcture.

12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation)?	+	+	+	I	P	Wider	Air quality, local communities, vulnerable population, air quality	N/A	N/A	The policy has positive effects as the implementation of charging facilities promotes decarbonisation, which can reduce impacts on the health and wellbeing of all local and wider communities.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	+	+	+	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote the health and wellbeing and of the wider population (residents, workers, commuters, cyclists, pedestrians, drivers, tourists and visitors)?	+	+	+	I	P	Wider	Air quality, local communities	N/A	N/A	The policy has positive effects as the implementation of charging facilities promotes decarbonisation, which can reduce impacts on the health and wellbeing of all local and wider communities.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	+	+	+	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Ensure that new and existing development is connected to healthcare services and educational facilities by sustainable modes of transport?	O	O	O	I	P	Regional	Built environment, service and facility, transport network	N/A	N/A	The policy has neutral effects as there is no reference to connectivity, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Promote accessibility to open space, recreational activities, and employment locations?	O	O	O	I	P	Regional	Employment site, open space, built environment, transport network	N/A	N/A	The policy has neutral effects as there is no reference to accessibility, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
12	Improve health and wellbeing for all citizens and reduce inequalities in health	Reduce the physical and perceived impact of the transport network to reduce severance issues?	O	O	O	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to severance issues, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	O	O	O	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to equality, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Promote accessibility and inclusive design to sustainable modes of transport and essential facilities for all users, particularly disabled and low mobility users?	+	+	+	I	T	Regional	Local communities, vulnerable population	N/A	N/A	The policy has positive effects as there is reference to inclusive designs in infrastructure.	Policy could make more explicit reference to specific designs in relation to inclusive infrastructure implementation.	N	The policy now references public investment on top of private investment to charging infrastructure.	+	+	+	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to specific designs in relation to inclusive infrastructure implementation.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Provide affordable transport options to ensure accessibility to key facilities and services for all users?	O	O	O	I	T	Regional	Transport network, transport infrastructure, local communities, services and facilities	N/A	N/A	The policy has neutral effects as there is no reference to affordability, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve connections between communities?	O	O	O	I	P	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to connectivity, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Enhance access to active travel routes and sustainable modes of transport in the most deprived areas?	O	O	O	I	P	Regional	Transport network, transport infrastructure, local communities, vulnerable population	N/A	N/A	The policy has neutral effects as there is no reference to active travel routes, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve access to information for all users to promote use of sustainable transport modes?	O	O	O	I	T	Regional	Local communities, transport network	N/A	N/A	The policy has neutral effects as there is no reference to access to information, however the policy is focused on charging infrastructure.	Policy could make more explicit reference to improving access to information in relation to implementing charging infrastructure.	N	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	Policy could make more explicit reference to improving access to information in relation to implementing charging infrastructure.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity, and accessing key facilities?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to public safety, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Improve actual and perceived safety and security issues relating to transport schemes to improve access of opportunity for all?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to public safety, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Reduce the risks that cars and other vehicles impose on vulnerable transport users such as pedestrians, motorcyclists, and cyclists?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to public safety, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Increase initiatives aiming to calm traffic in residential areas, particularly in deprived areas?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to traffic calming measures, however the policy is focused on charging infrastructure..	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	Provide initiatives that enhance road safety and reduce the number of accidents, particularly for vulnerable users and those in deprived areas?	O	O	O	I	T	Regional	Local community, built environment, service and facility	N/A	N/A	The policy has neutral effects as there is no reference to road safety, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users?	+	+	+	I	T	Wider	Local community, air quality, vulnerable population	N/A	N/A	The policy has positive effects as the implementation of charging facilities reduces air pollution for all local communities.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	+	+	+	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce vibration (e.g., quiet surfacing, reduced speed limits) to assist in improving health levels?	O	O	O	I	P	Regional	Local community, noise level	N/A	N/A	The policy has neutral effects as there is no reference to vibration, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Promote practices, equipment, and materials which reduce air pollution (e.g., active travel, low emission vehicles) to assist in improving health levels?	+	+	+	I	T	Wider	Local community, air quality, transport infrastructure	N/A	N/A	The policy has positive effects as the implementation of charging facilities reduces air pollution and improve health levels for all local communities.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	+	+	+	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.
15	Reduce environmental impacts of transport including air, noise and light pollution	Improve impact of transport on the local environment to create more amenable areas for travel, work, and play (e.g., through provision of green and blue infrastructure)?	O	O	O	I	P	Regional	Local community, air quality, green and blue infrastructure, built environment	The shift to zero emission vehicles could reduce the level of air pollution from the transport system, which could support the creation of more amenable areas in the open air.	N/A	The policy has neutral effects as there is no reference to amenable areas, however the policy is focused on charging infrastructure.	None identified.	No mitigation identified in 2025.	The policy now references public investment on top of private investment to charging infrastructure.	O	O	O	Although the policy has been amended by referencing public investment, it is considered that it would not impact scoring from the 1st iteration of assessment against this assessment criteria.	None identified.

A.4 Assessment of Infrastructure Intervention Types

Infrastructure Type	A. Infrastructure improvements (physical interventions)							
Ref	Objective	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Explanation Against Objective	Mitigation/Enhancement
1	Protect and enhance local air quality	+	+	++	D	P	The infrastructure type has positive effects as the improvement of physical transport infrastructure will encourage sustainable transport use / discourage less sustainable modes and therefore, will enhance air quality over time.	None identified
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to biodiversity or geodiversity, however the infrastructure type is focused on delivering high quality healthy places.	Infrastructure type could make more explicit reference to enhancing biodiversity through integration of green and blue infrastructure into transport improvements.
3	Reduce greenhouse gas emissions from transport	+	++	++	D	P	The infrastructure type has positive effects as it makes direct reference to the decarbonisation of the public transport system and heavy vehicles.	None identified
4	Increase resilience of the transport network to climate change and associated extreme weather events	-	-	-	D	P	The infrastructure type has negative effects as there is no reference to climate change or resilience, however the infrastructure type is focused on physical improvements and could result in negative climate impacts.	Infrastructure type could make explicit reference to climate change mitigation and adaptation measures to ensure resilience of the physical improvements.

5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to use of resources, however the infrastructure type is focused on delivering high quality healthy places.	Infrastructure type could make more explicit reference to sustainable and circular waste practices to implement during physical improvements to the transport network.
6	Protect and enhance the water environment	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to the water environment, however the infrastructure type is focused on delivering high quality healthy places.	Infrastructure type could make more explicit reference to enhancing the water environment through integration of green and blue infrastructure into transport improvements.
7	Conserve soil resources and quality and seek to remediate contaminated land	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to contaminated land, however the infrastructure type is focused on delivering high quality healthy places.	Infrastructure type could make more explicit reference to conserving soil resources through land remediation during transport improvements.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to heritage assets, however the infrastructure type is focused on delivering high quality healthy places.	None identified
9	Protect and enhance the character and quality of landscape and townscape	+	+	++	D	P	The infrastructure type has positive effects as it makes direct reference to improvements to village, town and city centres.	None identified
10	Promote sustainable modes of transport, including public transport and active travel	+	++	++	D	P	The infrastructure type has positive effects as it makes direct reference to the improvements to public transport and active travel provision.	None identified

11	Enhance economic prosperity and access to opportunities	+	+	++	D	P	The infrastructure type has positive effects as it focuses on improvements to public transport, interchanges and hubs which will increase access to opportunities.	None identified
12	Improve health and wellbeing for all citizens and reduce inequalities in health	+	+	+	I	P	The infrastructure type has positive effects as it focuses on improvements to public transport, interchanges and hubs which will enhance connectivity and increase access to health services and other opportunities.	None identified
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	+	+	+	I	P	The infrastructure type has positive effects as it focuses on improvements to public transport, interchanges and hubs which will enhance access to opportunities.	Infrastructure type could make more explicit reference to equitable improvements of the physical transport infrastructure.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to safety or crime, however it does focus on physical improvements of the network.	None identified
15	Reduce environmental impacts of transport including air, noise and light pollution	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to pollution, however the infrastructure type is focused on delivering high quality healthy places which are not dominated by non-local through traffic.	Infrastructure type could make more explicit reference to reducing pollution impacts of transport through integration of green and blue infrastructure and other measures into transport improvements.

Infrastructure Type	B. Policy and regulation measures							
Ref	Objective	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Explanation Against Objective	Mitigation/Enhancement
1	Protect and enhance local air quality	+	+	+	I	P	The infrastructure type has positive effects as transit-oriented policy and regulation measures will generally encourage sustainable transport use / discourage less sustainable modes and therefore, will enhance air quality.	None identified
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to biodiversity or geodiversity, however the infrastructure type is focused on aligning development with transport infrastructure.	Infrastructure type could make more explicit reference to enhancing biodiversity through integration of green and blue infrastructure into transport infrastructure and land use planning.
3	Reduce greenhouse gas emissions from transport	+	+	+	I	P	The infrastructure type has positive effects as transit-oriented policy and regulation measures will generally encourage sustainable transport use / discourage less sustainable modes and therefore, reduce emissions.	None identified
4	Increase resilience of the transport network to climate change and associated extreme weather events	-	-	-	I	P	The infrastructure type has negative effects as there is no reference to climate change or resilience, however the infrastructure type is focused a transit-oriented approach to development and could result in negative climate impacts.	Infrastructure type could make explicit reference to climate change mitigation and adaptation to ensure resilience as a result of policy and regulation measures.

5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to use of resources, however the infrastructure type is focused on a place-based approach.	Infrastructure type could make more explicit reference to sustainable and circular waste practices to embed throughout the transport network.
6	Protect and enhance the water environment	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to the water environment, however the infrastructure type is focused on aligning development with transport infrastructure.	Infrastructure type could make more explicit reference to enhancing the water environment through integration of green and blue infrastructure into transport infrastructure.
7	Conserve soil resources and quality and seek to remediate contaminated land	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to contaminated land, however the infrastructure type is focused on aligning development with transport infrastructure.	Infrastructure type could make more explicit reference to conserving soil resources into transport infrastructure policy and regulation measures.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to heritage assets, however the infrastructure type is focused on land use planning.	None identified
9	Protect and enhance the character and quality of landscape and townscape	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to landscape and townscape, however the infrastructure type is focused on land use planning.	None identified
10	Promote sustainable modes of transport, including public transport and active travel	+	+	++	D	P	The infrastructure type has positive effects as it makes direct reference to aligning development with transport infrastructure.	None identified

11	Enhance economic prosperity and access to opportunities	+	+	+	D	P	The infrastructure type has positive effects as it makes direct reference to aligning development with transport infrastructure, which will increase access to opportunities.	None identified
12	Improve health and wellbeing for all citizens and reduce inequalities in health	+	+	+	I	P	The infrastructure type has positive effects as it is focused on land use planning and promoting active travel, which will integrate development with transport infrastructure and promote walking, cycling, etc.	None identified
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	+	+	+	I	P	The infrastructure type has positive effects as it is focused on equitable parking, land use planning and promoting active travel, which will integrate development with transport infrastructure and promote walking, cycling, etc.	Infrastructure type could make more explicit reference to promoting opportunities through equitable integration of transport infrastructure with existing and proposed development.
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to safety or crime, however it does focus on a fair and equitable approach to car parking.	None identified
15	Reduce environmental impacts of transport including air, noise and light pollution	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to environmental impacts, however it does focus on a fair and equitable approach to car parking and land use planning.	None identified

Infrastructure Type	C. Maintenance and asset management; network management and operations							
Ref	Objective	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Explanation Against Objective	Mitigation/Enhancement
1	Protect and enhance local air quality	?	?	?	D	P	The infrastructure type has uncertain effects as improvement to the management of the highways network could encourage private car use and worsen air quality. However, public transport asset management could improve air quality through encouraging sustainable transport use.	Infrastructure type could make more explicit reference to improving air quality through the sustainable management of highways and public transport. Could also reference integration of green and blue infrastructure into assets.
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	0	0	0	I	P	The infrastructure type has neutral effects as there is no reference to biodiversity or geodiversity, however the infrastructure type is focused on highways and public transport asset management.	Infrastructure type could make more explicit reference to enhancing biodiversity through integration of green and blue infrastructure into maintenance improvements.
3	Reduce greenhouse gas emissions from transport	+	+	+	I	P	The infrastructure type has positive effects as improved traffic management and supporting bus reform will contribute to reducing emissions.	None identified
4	Increase resilience of the transport network to climate change and associated extreme weather events	-	-	-	I	P	The infrastructure type has negative effects as there is no reference to climate change resilience, whereas the infrastructure type focuses on asset management and maintenance improvements.	Infrastructure type could make more explicit reference to adaptation measures and plans for extreme weather events in relation to the management of the transport network.

5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to use of resources, however the infrastructure type is focused on highways and public transport asset management.	Infrastructure type could make more explicit reference to sustainable and circular waste practices to embed throughout the transport network.
6	Protect and enhance the water environment	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to the water environment, however the infrastructure type is focused on highways and public transport asset management.	None identified
7	Conserve soil resources and quality and seek to remediate contaminated land	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to the soil or contaminated land, however the infrastructure type is focused on highways and public transport asset management.	Infrastructure type could make more explicit reference to conserving soil resources to embed throughout network asset management.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to heritage assets, however the infrastructure type is focused on highways and public transport asset management.	None identified
9	Protect and enhance the character and quality of landscape and townscape	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to landscape and townscape, however the infrastructure type is focused on highways and public transport asset management.	None identified
10	Promote sustainable modes of transport, including public transport and active travel	+	+	+	D	P	The infrastructure type has positive effects as it is focused on delivering a consistent transport offer across the network, including supporting bus reform, which will promote sustainable modes of transport.	Infrastructure type could make more explicit reference to enhancing active travel assets.

11	Enhance economic prosperity and access to opportunities	o	o	o	I	P	The infrastructure type has neutral effects as it is focused on highways and public transport asset management and does not focus on economic prosperity or access to opportunities.	None identified
12	Improve health and wellbeing for all citizens and reduce inequalities in health	o	o	o	I	P	The infrastructure type has neutral effects as it is focused on highways and public transport asset management and does not focus on improving health and wellbeing for the public.	None identified
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	+	+	+	D	P	The infrastructure type has positive effects as it is focused on delivering a consistent transport offer across the network, which will promote greater equality of opportunity.	None identified
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to safety or crime, however it does focus on highways and public transport asset management.	Infrastructure type could make more explicit reference to enhancing active travel assets and the promotion of community safety as part of network operations.
15	Reduce environmental impacts of transport including air, noise and light pollution	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to environmental impacts, however it does focus on highways and public transport asset management.	None identified

Infrastructure Type	D. Transport service improvements and passenger offer							
Ref	Objective	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Explanation Against Objective	Mitigation/Enhancement
1	Protect and enhance local air quality	+	++	++	D	P	The infrastructure type has positive effects as there is direct reference to measures to address noise, severance and air quality impacts on local communities.	None identified
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to biodiversity or geodiversity, however the infrastructure type is focused on measures to address noise, severance and air quality impacts on local communities.	Infrastructure type could make more explicit reference to enhancing biodiversity through integration of green and blue infrastructure into its mitigation of environmental impacts.
3	Reduce greenhouse gas emissions from transport	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to emissions, however the infrastructure type is focused on transport service improvements and passenger offer.	None identified
4	Increase resilience of the transport network to climate change and associated extreme weather events	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to climate change, however the infrastructure type is focused on transport service improvements and passenger offer.	None identified

5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to use of resources, however the infrastructure type is focused on transport service improvements and passenger offer.	None identified
6	Protect and enhance the water environment	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to the water environment, however the infrastructure type is focused on measures to address noise, severance and air quality impacts on local communities.	Infrastructure type could make more explicit reference to enhancing water environment through integration of green and blue infrastructure into its mitigation of environmental impacts.
7	Conserve soil resources and quality and seek to remediate contaminated land	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to the soil or contaminated land, however the infrastructure type is focused on measures to address noise, severance and air quality impacts on local communities.	None identified
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to heritage assets, however the infrastructure type is focused on transport service improvements and passenger offer.	None identified
9	Protect and enhance the character and quality of landscape and townscape	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to landscape and townscape, however the infrastructure type is focused on transport service improvements and passenger offer.	None identified
10	Promote sustainable modes of transport, including public transport and active travel	+	+	++	D	P	The infrastructure type has positive effects as it is focused on strengthening bus services, affordable fares, and improvements to transports services to address isolation, all of which will promote sustainable modes of transport.	None identified

11	Enhance economic prosperity and access to opportunities	+	+	+	D	P	The infrastructure type has positive effects as it is focused on strengthening bus services, affordable fares, and improvements to transports services to address isolation, all of which will enhance access to opportunities.	None identified
12	Improve health and wellbeing for all citizens and reduce inequalities in health	+	+	+	I	P	The infrastructure type has positive effects as it is focused on strengthening bus services, affordable fares, and improvements to transports services to address isolation, all of which will indirectly reduce health inequalities by increasing access to opportunities and reducing isolation.	None identified
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	+	+	++	D	P	The infrastructure type has positive effects as it is focused on strengthening bus services, affordable fares, improvements to transports services to address isolation, and ensuring the network meets the needs of children, all of which will enhance access to opportunities.	None identified
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to safety or crime, however it does focus on improvements to transport services to address urban and rural isolation.	None identified
15	Reduce environmental impacts of transport including air, noise and light pollution	+	++	++	D	P	The infrastructure type has positive effects as there is direct reference to measures to address noise, severance and air quality impacts on local communities.	Infrastructure type could make more explicit reference to measures to address light pollution from transport infrastructure.

Infrastructure Type	E. Behaviour change, engagement, education and consultation							
Ref	Objective	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Explanation Against Objective	Mitigation/Enhancement
1	Protect and enhance local air quality	+	+	++	I	P	The infrastructure type has positive effects as behaviour change and engagement initiatives will increase sustainable transport use and enhance air quality over time.	None identified
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to biodiversity or geodiversity, however the infrastructure type is focused on behaviour change programmes and community consultation.	None identified
3	Reduce greenhouse gas emissions from transport	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to emissions, however the infrastructure type is focused on behaviour change programmes to enable more use of sustainable travel.	None identified
4	Increase resilience of the transport network to climate change and associated extreme weather events	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to climate change, however the infrastructure type is focused on behaviour change programmes to enable more use of sustainable travel.	Infrastructure type could make more explicit reference to climate change impacts as part of its focus on behaviour change.

5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to use of resources, however the infrastructure type is focused on behaviour change programmes to enable more use of sustainable travel.	None identified
6	Protect and enhance the water environment	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to the water environment, however the infrastructure type is focused on behaviour change programmes to enable more use of sustainable travel.	None identified
7	Conserve soil resources and quality and seek to remediate contaminated land	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to soil resources or contaminated land, however the infrastructure type is focused on behaviour change programmes and community consultation.	None identified
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to heritage assets, however the infrastructure type is focused on behaviour change programmes and community consultation.	None identified
9	Protect and enhance the character and quality of landscape and townscape	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to landscape or townscape, however the infrastructure type is focused on behaviour change programmes and community consultation.	None identified
10	Promote sustainable modes of transport, including public transport and active travel	+	++	++	D	P	The infrastructure type has positive effects as behaviour change and engagement initiatives seek to encourage and enable more sustainable transport use over time.	None identified

11	Enhance economic prosperity and access to opportunities	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to economic prosperity or access to opportunities, however the infrastructure type is focused on behaviour change programmes and community consultation.	None identified
12	Improve health and wellbeing for all citizens and reduce inequalities in health	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to health and wellbeing, however the infrastructure type is focused on behaviour change programmes and community consultation.	None identified
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	+	+	+	D	P	The infrastructure type has positive effects as there is reference to behaviour change programmes and community consultation, which will enable an inclusive approach to engagement.	None identified
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	+	+	+	D	P	The infrastructure type has positive effects as there is reference to improving road safety and drive behaviour.	None identified
15	Reduce environmental impacts of transport including air, noise and light pollution	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to environmental impacts of transport, however the infrastructure type is focused on behaviour change programmes and community consultation.	None identified

Infrastructure Type	F. Data, technology and innovation							
Ref	Objective	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Explanation Against Objective	Mitigation/Enhancement
1	Protect and enhance local air quality	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to air quality, however the infrastructure type is focused on enhancements to data and information.	None identified
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to biodiversity or geodiversity, however the infrastructure type is focused on enhancements to data and information.	None identified
3	Reduce greenhouse gas emissions from transport	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to emissions, however the infrastructure type is focused on enhancements to data and information.	Infrastructure type could make more explicit reference to reducing transport emissions as part of its focus on access to travel information.
4	Increase resilience of the transport network to climate change and associated extreme weather events	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to climate change, however the infrastructure type is focused on enhancements to data and information.	None identified

5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to use of resources, however the infrastructure type is focused on enhancements to data and information.	None identified
6	Protect and enhance the water environment	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to the water environment, however the infrastructure type is focused on enhancements to data and information.	None identified
7	Conserve soil resources and quality and seek to remediate contaminated land	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to soil resources or contaminated land, however the infrastructure type is focused on enhancements to data and information.	None identified
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to heritage assets, however the infrastructure type is focused on enhancements to data and information.	None identified
9	Protect and enhance the character and quality of landscape and townscape	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to landscape or townscape, however the infrastructure type is focused on enhancements to data and information.	None identified
10	Promote sustainable modes of transport, including public transport and active travel	+	+	+	D	P	The infrastructure type has positive effects as data and information initiatives seek to provide travel information regarding buses, which will encourage use of sustainable transport.	None identified

11	Enhance economic prosperity and access to opportunities	+	+	+	I	P	The infrastructure type has positive effects as data and information initiatives seek to provide travel information regarding buses, which will encourage use of sustainable transport and increase access to opportunities.	None identified
12	Improve health and wellbeing for all citizens and reduce inequalities in health	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to health and wellbeing, however the infrastructure type is focused on data and information initiatives.	None identified
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	+	+	+	I	P	The infrastructure type has positive effects as data and information initiatives seek to provide travel information regarding buses, which will encourage use of sustainable transport and increase access to opportunities.	None identified
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to safety, however the infrastructure type is focused on data and information initiatives.	Infrastructure type could make more explicit reference to improving safety and reducing crime as part of its focus on access to travel information.
15	Reduce environmental impacts of transport including air, noise and light pollution	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to environmental impacts of transport, however the infrastructure type is focused on data and information initiatives.	Infrastructure type could make more explicit reference to reducing environmental impacts of transport as part of its focus on access to travel information.

Infrastructure Type	G. Cross-cutting and enabling interventions; capacity and capability improvements							
Ref	Objective	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Direct or Indirect	Temporary or Permanent	Explanation Against Objective	Mitigation/Enhancement
1	Protect and enhance local air quality	+	+	++	I	P	The infrastructure type has positive effects as it references embedding principles to support a climate-resilient and nature-rich transport network and region, which will enhance air quality over time.	None identified
2	Protect and enhance biodiversity, geodiversity and the green and blue infrastructure network	+	++	++	D	P	The infrastructure type has positive effects as it references embedding principles to support a climate-resilient and nature-rich transport network and region, which will enhance biodiversity and geodiversity over time.	None identified
3	Reduce greenhouse gas emissions from transport	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to emissions, however the infrastructure type is focused on growing the market for sustainable travel.	None identified
4	Increase resilience of the transport network to climate change and associated extreme weather events	+	++	++	D	P	The infrastructure type has positive effects as it references embedding principles to support a climate-resilient and nature-rich transport network and region, which will increase resilience to climate change over time.	None identified

5	Promote prudent use of natural resources, minimise the production of waste, and support re-use and recycling	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to use of resources, however the infrastructure type is focused on embedding principles to support a climate-resilient and nature-rich network and region.	Infrastructure type could make more explicit reference to sustainable and circular waste practices as part of its focus on climate and nature.
6	Protect and enhance the water environment	+	+	+	I	P	The infrastructure type has positive effects as it references embedding principles to support a climate-resilient and nature-rich transport network and region, however it doesn't directly reference the water environment.	Infrastructure type could make more explicit reference to enhancing the water environment as part of its focus on climate and nature.
7	Conserve soil resources and quality and seek to remediate contaminated land	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to soil resources or contaminated land, however the infrastructure type is focused on embedding principles to support a climate-resilient and nature-rich network and region.	Infrastructure type could make more explicit reference to conserving soil resources and remediating contaminated land as part of its focus on climate and nature.
8	Conserve and, where appropriate, enhance those elements which contribute to the significance of the area's heritage assets	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to heritage assets, however the infrastructure type is focused on embedding principles to support a climate-resilient and nature-rich network and region.	None identified
9	Protect and enhance the character and quality of landscape and townscape	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to landscape or townscape, however the infrastructure type is focused on embedding principles to support a climate-resilient and nature-rich network and region.	None identified
10	Promote sustainable modes of transport, including public transport and active travel	+	+	+	D	P	The infrastructure type has positive effects as it focuses on growing the market for sustainable travel, which will encourage use of sustainable transport.	None identified

11	Enhance economic prosperity and access to opportunities	+	+	++	D	P	The infrastructure type has positive effects it prioritises investment in education and training to create a diverse, skilled workforce.	None identified
12	Improve health and wellbeing for all citizens and reduce inequalities in health	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to health and wellbeing, however the infrastructure type is focused on education, training and skills development.	None identified
13	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	+	++	++	D	P	The infrastructure type has positive effects it prioritises investment in education and training to create a diverse, skilled workforce. It also seeks to continue and improve partnership working and investing in partners' capacity and capability.	None identified
14	Improve transport safety, reduce crime and fear of crime, and promote community safety	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to safety, however the infrastructure type is focused on cross-cutting and enabling interventions.	Infrastructure type could make more explicit reference to improving safety and reducing crime as part of its focus partnership working, training, and skills development.
15	Reduce environmental impacts of transport including air, noise and light pollution	o	o	o	I	P	The infrastructure type has neutral effects as there is no reference to environmental impacts of transport, however the infrastructure type is focused on cross-cutting and enabling interventions.	None identified

A.5 Amendments to the Main Report Following the Consultation

Consultation comments and amendments

Consultation on the ISA at the Regulation 18 stage is a key requirement under the Environmental Assessment of Plans and Programmes Regulations 2004 (SEA Regulations). These regulations require that statutory environmental bodies, alongside the public and other stakeholders, are given the opportunity to comment on the likely significant effects of the plan and reasonable alternatives identified through the ISA. This helps to ensure environmental, social, and economic considerations are fully integrated into the plan-making process from an early stage.

The ISA was subject to consultation during the 12-week Regulation 18 consultation on the draft LTP, which took place between 29th July and 21st October 2025. The ISA Main Report (i.e. this report) has been updated subsequently to reflect relevant feedback received. A summary of ISA-related consultation responses and associated actions has been included in the table below.

Key:

Underlined text – new text added

Strikethrough text – text removed

Table 5 Consultee Comments and Actions

Consultee	Consultee Comments	Action
Historic England	In terms of our area of interest, we would broadly endorse the evaluation of the likely impact which the policies and proposals of the Local Transport Plan might have upon the historic environment. However, given the strategic nature of the plan we would like to highlight that the broadly neutral appraisal of policies and proposals is not necessarily a reflection of the potential environmental effects of individual transport projects that could be brought forward under LTP policies. For example, Infrastructure intervention type A: Infrastructure improvements relating to LTP policies I1, I10, I11, I12 and I14 could, depending on the details of the project, design, location, implementation and operation, result in negative effects upon the historic environment under ISA Objective 8 which may or may not be capable of mitigation.	Comment noted. The ISA of infrastructure intervention types considered detail provided by WYCA at the time of writing. Project design and other details of specific transport interventions have yet to be developed by WYCA.
Transport for the North (TfN)	TfN will be able to provide data, analysis and support in relation to the suggested enhancements and mitigation for a number of the ISA objectives, including: ISA Objective 4 (resilience to climate change and extreme weather events): TfN is able to currently provide climate vulnerability data in relation to a number of climate hazards, including flood risk, for strategic transport networks across the North (i.e. the SRN and heavy rail network). By April 2026, this will have been extended to local road networks, with this data available for our constituent authorities to use when carrying out climate change risk assessments and prioritising maintenance and management spend.	Comment noted. Data on climate change and extreme weather events is contained in the ISA scoping report under Section 5.2, which informed the development of the ISA objectives, and thereby the assessment.
	ISA Objective 10 (promoting sustainable modes of transport) and ISA Objective 12 (improving health and wellbeing): TfN's Community Severance tool can help constituent authorities identify existing areas of poor active travel connectivity to key services, including healthcare facilities.	Comment noted. Data on sustainable modes of transport and health and wellbeing is contained in the ISA scoping report under Section 5.4, which informed the development of the ISA objectives, and thereby the assessment.

	ISA Objective 14 (improving transport safety and fear of crime): TfN's recent published research into perceptions of safety on public transport, provides useful evidence for constituent authorities looking to develop measures to improve both real and perceived safety on public transport, particularly buses.	Comment noted. Data on transport safety and crime is contained in the ISA scoping report under Section 5.4, which informed the development of the ISA objectives, and thereby the assessment. No action required.
White Rose Forest	Policy RR9 Asset management and resilience Recognising the strategic and economic importance of our assets in the region, we will take a proactive and coherent regional approach to asset management across our Weaver Network to ensure reliability and resilience including the utilisation of climate adaptation measures, delivering a consistency of offer across our leading transport network. Highlighting the role of climate adaptation measures is consistent with the comment made under Objective 4 of the ISA Framework which states, "Policies RR2 and RR6 to RR8 also fell short as more considerations could be given to adaptation measures for infrastructure in response to extreme weather events. Additionally, Policy RR9 was considered particularly weak, as it makes no reference to climate change adaptation despite its aim of improving the resilience of transport assets."	Comment noted.
	Policy A5 – Extending our active travel network WRF support the ambition to extend active travel routes in association with the Weaver Network. This will deliver opportunities for enhancing the environmental quality of the network, improving the experience and enjoyment for the user as well as offering opportunities for habitat connectivity in line with the LNRS. In this respect, the policy does not go far enough in overtly stating this ambition. Additional wording proposed:	This is a matter for the LTP to consider.

	We will deliver high quality walking, wheeling and cycling routes...integrating with public transport infrastructure, and within a framework of street trees and blue green infrastructure to maximise the opportunities for biodiversity and user enjoyment. The ISA Framework Objective 2 comments on the opportunity to enhance Policies A1, A2 and A5 in relation to their impact on protecting and enhancing biodiversity, geodiversity and the green and blue infrastructure network by stating, “It is recommended that these policies include considerations for enhancing green and blue infrastructure and avoid impacts on habitats to help creating more enjoyable and accessible active travel experiences.”	
	Policy A3 – Encouraging walking, cycling and wheeling Achieving behaviour change requires more than training, marketing campaigns and events alone. It is far more likely if the option to walk, cycle or wheel is closer to nature, and alongside street trees, especially where trees provide separation from busy traffic. Greening our streets is vital to encourage active travel by improving safety, amenity, biodiversity and shade/shelter from urban heat island effects, noise and airborne pollutants. This policy should be amended to reflect this: We will encourage and support people to walk, wheel and cycle for short and medium-distance journeys through a range of interventions including training, marketing campaigns and events. We will favour high amenity routes with street trees and placemaking elements to offer a positive experience for users. The ISA Framework Objective 1 is in close alignment with this approach stating “Policy A3 could benefit from incorporating synergies with green	This is a comment for the LTP to consider.

	and blue infrastructure alongside active travel routes to provide more attractive and connected active travel routes”.	
Q12: If you have any comments on the Integrated Sustainability Assessment, please tell us here		
Individuals	It is not sustainable! Merely a fantasy. Much like Network 2 !! It will just be words !!	Comment noted.
	Stop it non Of it makes sense It is now known that the Mayor likes to spend money on her silly ideas when it could be spent on actually repairing the roads we have. Who will use new tram system in Leeds and Bradford. not people living in Halifax, Huddersfield, Wakefield, But they will be paying for it in the long run through west Yorkshire CA .	Comment noted.
	What isn't factored in is the sustained maintenance and upkeep of schemes brought forward. ICC and other do not have the resources to maintain the current network nor the poorly designed additions. We are creating tomorrow's maintenance problems and endangering people by sticking to poor policy based designs. E.g city square where level changes result In countless injuries to pedestrians. A huge amount of infrastructure is also punitive to disabled members of society.	This is a matter for the LTP to consider.
	Be ambitious! I am willing to pay more tax to ensure that transport is environmentally sustainable.	This is a matter for the LTP to consider.
	I don't see, in your at risk groups, any mention of people with disabilities which seems quite a big group to leave out (just to be clear, my particular interest in visual impairment and I am happy to give more information if that is helpful. It is a large group, but frequently gets left out of consideration.	This is a matter for the LTP to consider. Disability is considered through the EqIA Screening Statement and its inclusion of protected characteristics.
	Ensure the network is climate resilient from the affects of climate change ie. extreme heat, droughts, flooding etc. Design it in at concept.	This is a matter for the LTP to consider. Through ISA Objective 4, the effects of climate change and resilience of the transport network are considered.
	Please also determine whether those locations on the borders of West Yorkshire feel adequately connected to their adjoining non-West Yorkshire areas.	This is a matter for the LTP to consider.
	No access to the internet!!	Comment noted.

	Not very flattering conclusions, are they?	Comment noted.
	Waste of time and money dreamt up by the poor crop of Labour Concillors	Comment noted.
	If Leeds were in France who like Britain had vandals in charge of urban public transport who destroyed nearly every urban rail line outside of the capital, who different would things look! 30 cities in France have now either a tram or underground network of both and systems are growing. That is integrated sustainability! Compare notes at https://www.urbanrail.net/eu/euromet.htm	This is a matter for the LTP to consider.
	With electrifying rails and buses, that should be enough.	This is a matter for the LTP to consider.
	Stourton interchange cycle lane connecting Valley Park to Hunslet	This is a matter for the LTP to consider.
	Agree with the assessment	Comment noted.
	Can't find this in info provided, but get more frequent train and bus services on ALL routes, meaning people don't use cars, then you may be on to a winner.	This is a matter for the LTP to consider.
	I eventually found the document, via google. From a quick read, it would appear that not quite enough attention has yet been paid to making the transport network(s) resilient against the effects of climate change (floods, heatwaves etc). Though I appreciate some of this, for example management of river catchments, or creating 'sponge city' areas, falls beyond the remit of transport alone.	This is a matter for the LTP to consider. Through ISA Objective 4, the effects of climate change and resilience of the transport network are considered.
	As a cyclist and bus user, I would like to see expansion of safe green options to travel.	This is a matter for the LTP to consider.
	Better to keep the present Metro brand and work on the real problems of actual bus services, particular those of Arriva and their over pricing	This is a matter for the LTP to consider.
	as past question. not accessible.	Comment noted.
	Totally support.	Comment noted.
	Sounds positive.	Comment noted.
	Gosh. That is a hefty report. I can't go through it all unfortunately. However I fundamentally disagree with your assessment of thematic policies. Page 95. the first line referring to Policy S1 " Design our roads and public transport to improve safety, including walking, wheeling and cycling facilities. People should feel and be safe using public transport	The ISA Main Report is supplemented with a Non-Technical Summary (NTS) which summarises key points and conclusions for accessibility. The thematic policies have been assessed with the ISA objectives as

	at every stage of their journey (Policy S1). The first objective is: "Protect and enhance local air quality" Then you say in Explanation Against Objective column that "The policy has neutral effects as there is no reference to air quality, however the policy is focused on embedding safety in design." This is wrong. When it is made safer to walk, wheel, ride or take public transport more people use these options, less drive and air quality will increase - that at the very least is the aim? Surely? If you don't include this then safe design won't end up prioritised. I might have misunderstood though as later on some of the objectives do seem to be met by this policy.	developed and set out in the Scoping Report, with the methodology for assessment being detailed in the ISA Main Report. Assessment scoring for Policy S1 has been changed to positive (+) in regards to "Protect and enhance local air quality" - ISA Objective 1 against the relevant criteria. 'Explanation against the objective' text has been replaced with: <u>"The policy has positive effects as although there is no direct reference to air quality, it is considered that embedding safety in design will increase the number of people using public transport and active travel routes."</u> Text added to Section 4.1.1 in the Main Report: <u>"Policy S1, however, scored positively as although there is no direct reference to air quality, it is considered that embedding safety in design will increase the number of people using public transport and active travel routes"</u>.
	I could not locate the ISA at the link provided	Comment noted.
	Please, I would like for the paths next to the canal between Walsden to Mytholmroyd to be improved for wheeling and cycling. This would require two main changes: 1) for the cobbled overflows to have decent bridges put across them that can be traversed easily, and 2) for the pathway to be better paved for wheels. The paths could also be segregated for foot and wheels at key areas, as necessary. This would allow better intergration between public transport with walking, wheeling and cycling.	This is a matter for the LTP to consider.
	Forgot Trams & Reintroduce Trolleybuses Prioritise Buses and Trains	This is a matter for the LTP to consider.

	This relies on the Mass Transit system. We have been promised this for many years. What guarantee have you got that this will actually happen this time?	
	How to make transport singular and distant	This is a matter for the LTP to consider.
	Most people are not going to want to open and read long documents, especially in a summarised questionnaire	Comment noted.
	CHEAPER TRAIN PLEASE IT WOULD BE MORE SUSTAINABLE	This is a matter for the LTP to consider.
	I like the electric buses.	This is a matter for the LTP to consider.
	LCC are charging for car parks now so public transport is needed even more thus relieving some congestion which with all the new builds is getting extremely bad	This is a matter for the LTP to consider.
	I am disabled and cannot use the bus to Leeds from my home to get where I want to go - I have to get taxi's to the train station, hospital appointments, doctors and local supermarkets as the buses are so unreliable & infrequent. Check the times on the app and they are different to the times on WYPTE site which are different to the First site and then again different to what is listed in the bus shelters. No wonder people won't leave their cars at home as they never know whether a bus might or might not arrive!	This is a matter for the LTP to consider.
	Adequate drop off areas for disabled passengers travelling by private car without a blue badge	This is a matter for the LTP to consider.
	You need to focus on connecting the suburbs. There are no issues with getting from the suburb in to the city, but it is IMPOSSIBLE to travel around the suburbs without going in to the city and changing transport and it is such a pain!! I don't drive and it is impossible to get anywhere without it taking hours on end and having to make sure connections line up and timetables run to the same end. We don't need a metro to connect suburbs to the city, we need a metro to connect the suburbs. That's why people are using their cars!!! There is no other option!	This is a matter for the LTP to consider.
	I have only briefly skimmed over the document, but it's references to including children and young people in the target demographics stand out to me - it is important that our transit system works for them and gives young people autonomy that they otherwise wouldn't have. Part of	This is a matter for the LTP to consider.

	this will include educational talks and demonstrations in schools, as the children are our future and need to be an active part of the solution. The report also references circular economics and adaptations to climate change. The former, to me, mainly looks at the impact of battery-electric buses and what happens at the end of their life. Additionally, recycling initiatives can be a part of the transit infrastructure, at stations and on public transit vehicles. As for adaptations to climate change, ensuring that the vehicles procured for the transit network are able to hold up to increasingly polarised weather conditions is incredibly important to ensure the transit network is robust. Additionally, the infrastructure itself, from tarmac to station insulation, should be as resilient as possible. I don't know enough to suggest anything more specific, as this is not my area of expertise.	
	Waste of time, more uncessecery red tape	No action required.
	Anything is good for the enviroment.	No action required.
	I think it is important to use green energy wherever possible. The solar panels at the car park at Stourton park and ride are a clear visible practical example. By using solar at shelters it all cuts costs in the long run. Eco friendly electric buses are quieter and cleaner, electrifying all rail services all helps. When building the tram lines and bus lanes tree planting and green spaces should be used to all help the feel of the areas.	This is a matter for the LTP to consider.
	connectivity and reducing the number of connections to get to key hubs for workers and visitors (eg hospitals) needs to be a factor	This is a matter for the LTP to consider.
	Please just make I happen before I pass away	No action required.
	I think Tracy Brabin and her team really need to listen to the people of Leeds, as many are worried by her plans and have a distinct lack of faith in them being able to deliver even the simplest of projects because of the shocking planning and implementation of the road 'improvements' projects within the city. We are sick and tired of living within a road work nightmare and that has a big impact in our lives due to the traffic chaos it creates. Please improve the current bus and train fleets and replace them with new ones, as they are susceptible to breaking down. Leeds	This is a matter for the LTP to consider.

	has so many disused train stations, that they could be utilised before undertaking the monumental task of implementing a tram system, something the majority of us aren't keen on, as we don't want to live in amongst road works and construction for the next 20 years, at least with the disused train stations they won't directly affect the roads and cause even more traffic chaos. Tracy Brabin and the team have a long way to go before they win round the good people of Leeds, and this is down to Leeds city councils many failings within recent times.	
	Of course an integrated approach is important but there appears to be a complete lack of detail dates or spending plans.	This is a matter for the LTP to consider.
	Too focuses on trams and cycle lanes. Both unnecessary	Comment noted.
	I hope it can work it would be great to have a range of options to travel also it would be good to have more trains to go to Leeds and further for people that don't drive it can be hard and I personally don't feel safe in taxis	Comment noted. This is a matter for the LTP to consider.
	I was going to write a long piece here about the trials and tribulations of bus users in Todmorden, especially the aged living in the here and now who will not get to live in your envisioned utopia. Also there are too many occasions to recall that I have stood at bus stops and the bus has either been cancelled or is very late, everyone whinges but when I asked them if they have complained or contacted any local authorities, etc, I get the same old tired reply- 'they never listen to us'.	This is a matter for the LTP to consider.
	SCam	Comment noted.
	More traffic free routes, but more disabled parking spaces and better access to them.	This is a matter for the LTP to consider.
	See previous comments. If you want to help I think the following are needed . Stop hating the car until you provide a better options. Reduce the number of bus stops by half. They are too close. This would make people more active and speed up journeys. A bus journey to Leeds from my Village (Menston) takes 3.5 longer than the train. I can't get to Bradford ! Finally Leeds need to be connected to the airport (realistically within a mile with a shuttle bus)	This is a matter for the LTP to consider.

	"The conclusion in the ISA (3.3) states, 'Despite positive sustainability contributions, none sufficiently prioritise green and blue infrastructure.' This critical oversight could be significantly addressed by prioritising Greenways like the Wharfedale Greenway, which inherently provide biodiverse green/blue corridors perfectly suited for carbon-free travel."	This is a matter for the LTP to consider.
	Yes but keep it economical and efficient. People need to see change taking place which will improve their circumstances and offer opportunity or they become demoralised and disillusioned with the plan	This is a matter for the LTP to consider.
	The conclusion in the ISA (3.3) states, 'Despite positive sustainability contributions, none sufficiently prioritise green and blue infrastructure.' This critical oversight could be significantly addressed by prioritising Greenways like the Wharfedale Greenway, which inherently provide biodiverse green/blue corridors perfectly suited for carbon-free travel.	This is a matter for the LTP to consider.
	The conclusion in the ISA (3.3) states, 'Despite positive sustainability contributions, none sufficiently prioritise green and blue infrastructure.' This critical oversight could be significantly addressed by prioritising Greenways like the Wharfedale Greenway, which inherently provide biodiverse green/blue corridors perfectly suited for carbon-free travel.	This is a matter for the LTP to consider.
	This is obvious. This is where real consultation is required. Current feedback from users shows that the system is broke.	Comment noted.
	The conclusion of the ISA states that it overlooks the impact of climate change and does not sufficiently prioritise blue and green infrastructure. This could be addressed by prioritising in the first five and 10 years Greenways like Wharfedale Greenway, which provide biodiverse blue/green corridors enabling carbon-free travel.	This is a matter for the LTP to consider.
	I think cycle routes should firstly be planned for areas where there are already cyclist using routes which are unsafe due to sharing roads with traffic such as the Wharfe Valley which is popular with cyclist and there is a need for safer cycling and where the number of cyclists could easily increase if this were provided. It's disappointing that Bradford prioritized putting cycle lanes in a hilly part of Bradford which was infrequently used by anyone not in a car. The new cycle lanes in this area won't	This is a matter for the LTP to consider.

	encourage cyclists as the route is too impractical and hilly for most people.	
	It's essential to keep reviewing this and checking for unintended consequences. Also working carefully to ensure that hubs and junctions of different types of transport are fit for purpose - such as adequate provision for pedestrian crossings, safe junctions for cyclists and space for mobility scooters and wheelchairs.	This is a matter for the LTP to consider.
	"The conclusion in the ISA (3.3) states, 'Despite positive sustainability contributions, none sufficiently prioritise green and blue infrastructure.' This critical oversight could be significantly addressed by prioritising Greenways like the Wharfedale Greenway, which inherently provide biodiverse green/blue corridors perfectly suited for carbon-free travel."	This is a matter for the LTP to consider.
	It's important, shouldn't just be a tick box exercise	No action required.
	There is no goodwill towards the bus lane in Oakenshaw. You have imposed destruction on our village and excluded the residents from any involvement and we feel only animosity and anger for what you have done. For one minute gain 97 trees are being felled. A beautiful archway of greenery, much admired is being removed. Shameful.	This is a matter for the LTP to consider.
	making the air cleaner	This is a matter for the LTP to consider.
	WYCA should clarify if the design of any proposed mass transit scheme would also permit a traffic-free walking, wheeling, and cycling route to be built alongside it, and provide potential timescales for doing so. Co-location offers incredible efficiencies and benefits.	This is a matter for the LTP to consider.
	Make sure that the Queensbury tunnel is safeguarded to ensure that future sustainable transport opportunities are maintained.	This is a matter for the LTP to consider.
	It's a joke, millions are being spent in an area where it is not needed, ie putting a bus lane from oakenshaw to chain bar is a total waste of money, even the bus company say it isn't required	This is a matter for the LTP to consider.
	Please allow motorcycles in more of the bus lanes. It is dangerous to disallow them and contradicts national government guidelines and puts us at odds with other cities. I have limited public transport options, it is too far to cycle and I hate to use the car and contribute to traffic.	This is a matter for the LTP to consider.

	Motorcycles are highly efficient, produce negligible emissions and reduce traffic.	
	This feels like a needless side show to the LTP.	Comment noted.
	can we have long Enviro 200 on smaller bus routes as because of school kids	This is a matter for the LTP to consider.
	This is a most laudable proposition- more power to your elbow! I have every faith in you- although I am lamentably gullible.	Comment noted.
	The assessment needs to be ongoing in line with the project development. Its no good for something to be done and then assessed not to be right	Comment noted. The ISA is an iterative process and assesses the policies in the draft LTP to ensure their robustness. WYCA is developing implementation plans to support the delivery of the LTP.
	I am glad all these noble ideas are being meted out but I would like to see a quick, simple solution to my local degraded bus service.	This is a matter for the LTP to consider.
	The new station in Bradford: will this allow through transit between, say, Shipley and Halifax?	This is a matter for the LTP to consider.
	This plan does not integrate with anything much outside your authority. The peripheral areas are forgotten and have poor connectivity- a lack of inclusion.	This is a matter for the LTP to consider.
	All good :)	Comment noted.
	Cart before horse. See my comments earlier in this book. I'll have to leave this to the "experts". I'm just a "worker" trying to get from A to B without being late. I have no choice beyond use "public" transport and walk a lot (in all weathers), a work from home doesn't suit me/is an option	This is a matter for the LTP to consider.
	Again cutting down trees to put in a bus lane makes no sense, especially on a road carrying heavy good vehicles from an industrial estate recently placed in the middle of a village, passing a primary school. We need all the vegetation possible help filter noise and air pollution.	This is a matter for the LTP to consider.
	That bus stops are made more accessible by having free space around them. As sometimes buses have been unable to reach the path and	This is a matter for the LTP to consider.

On behalf of a group, business, or organisation	people have to go on the road to get to the bus or go on the road to get to the path. Allocating more free space would make it accessible for all.	
	Crap	Comment noted.
	As q8	Comment noted.
	Not Had time to read all the information. Hope big projects involve local people to best site them unlike HS2.	Comment noted.
	Businesses have to be on the fore front of zero emission agenda	Comment noted.
	Roads are already congested, buses are delayed, and even £2.50 fares feel steep. Why commit to trams, a nineteenth century solution. Cities of the future should embrace advanced mobility innovations such as elevated sky buses, automated rapid transit, and intelligent systems that cause less disruption. What we need are direct routes with flyovers and express corridors rather than detours that slow everyone down. This should not be another fragmented project but instead a holistic plan that integrates artificial intelligence, data insights, and green infrastructure. Trams risk worsening congestion and duplicating current bus routes. Rather than repeating Manchester, let us learn from Dubai, Shanghai, Germany, and Tokyo, where sky trains, autonomous shuttles, and integrated hubs already define global best practice. Trams will also weaken the existing bus network. I remain unconvinced that this project addresses the long-term needs of the city. Commuters and younger generations will be inspired only if mobility systems match their expectations. This solution feels outdated and unlikely to succeed.	This is a matter for the LTP to consider.
	More training to be inclusive	Comment noted.
	This must cover both bus and rail.	This is a matter for the LTP to consider.
	3.3 Conclusion states "Despite positive sustainability contributions, none sufficiently prioritise green and blue infrastructure". This could be partially addressed by prioritising Greenways which can provide biodiverse green/blue corridors for carbon-free travel.	This is a matter for the LTP to consider.
	By the time this is finally implemented it will be too late for communities like ours as the majority of people will have chosen to switch to using cars and this will be irreversible which is not in line with the "Weaver" plans. The remainder of the population up here will be suffering high	This is a matter for the LTP to consider.

	levels of isolation and depression with a huge impact on medical services as a result.	
Q11: If you have any comments on whether the ISA has adequately assessed the potential environmental, social, and economic impacts of the proposed policies within the Local Transport Plan, please tell us here.		
Q12: Are there any sections of the ISA that require further explanation or clarification?		
Individuals	Improving support during extreme weather events as recommended in the ISA would be very beneficial for passengers, especially children and disabled	Comment noted.
	Very much so. Those that need it the most are having to wait and may not see any improvement. Bradford to Leeds is an example of putting the cart in front of the horse. It is just vanity for Leeds while everyone else continues to struggle and loses hope of getting anything.	This is a matter for the LTP to consider.
	Given no reasonable alternatives 'sufficiently prioritise green and blue infrastructure' in addition to mass transit and rail electrification prioritisation, attention should be paid on areas of these lines that are vulnerable to flood risk, and research into preventions of rail track warping in high heat.	This is a matter for the LTP to consider.
	You seem to have failed to assess the airport impact	Comment noted. The ISA is an iterative process and assesses the policies in the draft LTP to ensure their robustness. WYCA is developing implementation plans to support the delivery of the LTP.
	Look after the people who work!!!!	Comment noted.
	providing cycle routes at the cost of road space is diabolical - take dudley hill in bradford as a prime example - what a failure and waste of our money - the specialists have not got a clue and live in cuckoo land	This is a matter for the LTP to consider.
	No positive thoughts given to motorists	Comment noted
	Residents must have a say on bus routes through their area, especially when those routes don't serve the local amenities of those residents. Some routes need changing to incorporate residents needs. Eg. My local bus route no longer serves my nearby doctors or shops, that are approximately ¾mile away in Lockwood, meaning I a disabled person have to go into town and catch 2 buses just to access these local	This is a matter for the LTP to consider.

	services and amenities. This journey now takes 10xs longer than it should have, if the route actually went it's old route through Lockwood like it used to.	
	You Need park & ride in the more affluent areas to get 2 vehicle familise to utilise efficient public transport more offten	This is a matter for the LTP to consider.
	Please do things and stop with all the handwringing - meet the legal reqs first and get on with it	Comment noted.
	The Information provided is the correct one.	Comment noted.
	Link above doesnt take you to ISA!	Comment noted.
	My main concern with the light transit (tram) proposals is that all the work having been done and still being done in such as Leeds centre will be undone again by ripping it up to accomodate a new tram system. The days when we should have had a tram system (or light transit) are long gone. It should have happened years ago. It's too late now with everywhere more built up and the upheaval it would cause (as well as the cost) to build it now. Concentrate on getting a relable bus service linking into train services. The alterations in Leeds centre have actually done the opposite, meaning a treck with luggage from the station to buses, wheras before the buses used to come in front of the station. So much for integration.	This is a matter for the LTP to consider.
	It is difficult to comment due to the language used which is often very high level and non specific. I worry this impacts on the validity of the ISA. When it comes to assessing priorities and the impact on, say, Halifax, I doubt this assessment will help.	Comment noted. The ISA is an iterative process and assesses the policies in the draft LTP to ensure their robustness. WYCA is developing implementation plans to support the delivery of the LTP. Individual projects per the Implementation Plan will be subject to their own assessments.
	Happy with it	Comment noted.
	No	Comment noted.
	The road route through dawsons corner for the mass transit route should be utilised as it reaches more residents and does not cut through the green corridor of Pudsey.	This is a matter for the LTP to consider.

	Give equal priority to all types of travel, not everybody can walk or cycle even short distances	This is a matter for the LTP to consider.
	Our money on a scheme we don't want or need	Comment noted.
	There is very little by way of consideration to roads runoff and urban diffuse pollution impacting on our water environment and downstream communities.	This is a matter for the LTP to consider. Through ISA Objective 6, surface water run-off and protection of water resources are considered.
	Net Stupid Zero - don't waste taxpayers money on it.	Comment noted.
	More money wasted that's all this is	Comment noted.
	It doesn't .	Comment noted.
	Just scrap the horrible idear	Comment noted.
	All good.	Comment noted.
	Please listen to all comments both negative and positive and not be selecting what you want to hear as in previous consultations	Comment noted.
	What thought has been given to the potential usage of the Leeds Liverpool canal for transportation purposes?	This is a matter for the LTP to consider.
	Needs to less ableist	ISA Objective 12 covers health and wellbeing (HIA specific Objective) and ISA Objective 13 promotes the greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific Objective). Equality considerations have been included within the ISA objectives and throughout the Integrated Sustainability Appraisal of the Plan. It is important to note that a number of the policies in the assessment table are scored as having a neutral impact against the protected characteristics. This is due to the holistic, strategic nature of the plan - with

		the delivery partners and transport authorities providing further detail in the future regarding the design and implementation of transport schemes within the plan area as appropriate. Individual schemes will then be subject to more detailed assessment at later stages.
	I have not had time to assess this - but I have never yet seen a transport model which suggests that mode shift at this scale in a world where motoring is getting cheaper.	This is a matter for the LTP to consider.
	As long as we are actively moving to zero carbon, and not simply 'net zero', then the plan should work	This is a matter for the LTP to consider.
	ISA is too technical for lay person input. Lack of resilience to climate change is worrying.	Comment noted. A Non-Technical Summary has been provided in the suite of documentation to set forth a high-level, more accessible summary of the assessment process and conclusions. ISA Objective 4 covers considerations to increase resilience of the transport network to climate change and associated extreme weather events.
	Yes	Comment noted.
	The EQIA appears to have failed to assess / take into account various factors. By way of example, there are no impacts anticipated upon disabled persons by the removal of parking places or change of road use - this appears bizarre.	ISA Objective 12 covers health and wellbeing (HIA specific Objective) and ISA Objective 13 promotes the greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific Objective). Equality considerations have been included within the ISA objectives and throughout the Integrated Sustainability Appraisal of the Plan.

		For example, within the ISA Main Report assessment tables, Policy RR3 (Destination Parking), despite stating that it will take ‘a fair and equitable place-based approach to car parking’ previously included ISA mitigation to ‘make more explicit reference to considerations for the specific needs of vulnerable groups including disabled car parking, in relation to managing and planning for car parking spaces’. The following mitigation has now been added to Policy IA2 (Delivering high quality and healthy places for people): <u>“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”</u>. The following mitigation has now been added to Policy RR4 (On street car parking): <u>“This policy could be enhanced by explicitly stating that on street car parking for disabled people will be retained and provided where possible”</u>. 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: <u>“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.”</u> It is important to note that a number of the policies in the EqIA screening appendix assessment table are scored as having a neutral impact against the protected characteristics. This is due to the holistic, strategic nature of the plan with the delivery partners and transport authorities providing further detail in the future regarding the design and implementation of transport schemes within the plan area as appropriate.
	The ISA states that little has been identified in the way of enhancing and protecting biodiversity, which is incredibly important, especially with the expansion of the travel network inevitably taking more land. It would be important to integrate biodiversity and ecology within the project, especially due to the 10% BNG requirements. This is often left as a begrudging last minute attempt, however this is a great opportunity to integrate BNG into the project, having mixed land use. The research is already out there about what you need to do and there are examples of good practice elsewhere you can use as guidance. Just get on with it!	This is a matter for the LTP to consider.
	The ISA has not considered risks associated with electrification.	The ISA objectives were developed and set out in the Scoping Report, which was subject to its own 5-week statutory consultation. The ISA is a strategic

		assessment of the draft LTP. Once schemes (to implement the plan) have been developed by the Combined Authority and transport partners, these will be subject to more detailed assessment.
	As per my previous answer regarding Edinburgh Trams, the disruption and cost, both to the city and businesses was far higher than it needed to have been. Please ensure that rigorous, indeed aggressive, cost and project management are budgeted for with real teeth against late or under-performing suppliers during the inevitable disruption caused by building new infrastructure.	This is a matter for the LTP to consider.
	Not at all integrated with other LA areas	This is a matter for the LTP to consider.
	unsure	Comment noted.
	A. It is actually called the Integrated Sustainability Appraisal, not Assessment and B. It is 724 pages long! No offence to those that were involved in writing what is clearly a detailed analysis but does this survey really expect people to have to go to the lengths of reading the whole report as well as the very lengthy IPT documentation etc etc? I suspect the report states that of course you need to try and assess impacts of all the policies (I call that common sense) but in reality, this report is indicative of the unnecessary expense of consultation to state the obvious.	Comment noted. A Non-Technical Summary has been provided in the suite of documentation to set forth a high level summary of the assessment process and conclusions.
	key road network map is outdated eg shows Leeds old ring road B6902 but not ELOR A6120	This is a matter for the LTP to consider.
	Insufficient focus on the needs and wants of the majority of road users - private vehicles, There is nothing wrong with the ISA as such but it would be optimistic (!) to expect many lay consultees to wade through over 700 pages of it. Many of the policy objectives are stated as beneficial either by improving [public] safety or health and wellbeing, by encouraging a change in lifestyle that would lessen physical degradation such as obesity, and by promoting cardiac health and so forth.	A Non-Technical Summary has been provided in the suite of documentation to set forth a high level summary of the assessment process and conclusions.

	I Don't see any improvements in accessibility and availability of public transport so far.	This is a matter for the LTP to consider.
	Not a clue	Comment noted.
	It will be wonderful if we can finally have a public transport network similar to many places in Europe and the rest of the world. I look forward to a better, greener transport system for our small country and I believe your plans can help us towards this future.	Comment noted.
	Ensure young people can get to college	This is a matter for the LTP to consider.
	Not all elderly people can use buses trains and cycle or indeed walk far. Do not forget them in your plans.	This is a matter for the LTP to consider.
	I think it was a reasonable assessment	Comment noted.
	Im pleased to see some issues addressed such as ownership of the buses but i would like to see more. Public control of the train network. Ease of ticketing across all networks.	This is a matter for the LTP to consider.
	Yes how ever road users shouldn't be punished in order to try and persuade them to use public transport the existing public transport should be improved to become cheaper and more reliable to incentivise those that normally drive.	This is a matter for the LTP to consider.
	No	Comment noted.
	Just seems like they want to turn Leeds centre into a bus and bike only location. This won't work for anyone	This is a matter for the LTP to consider.
	Wildlife cannot be the one to suffer for expansion plans. Going green can't then mean wildlife suffers	This is a matter for the LTP to consider.
	Get more roots in more areas. Get the buses more frequent and get more drivers. Please and newer buses on all the routes	This is a matter for the LTP to consider.
	Heard it all before and was lies then so how can we trust you now. Monday needs spending in better ways than wasting it on things that we had once and YOU removed or allowed the removal off	Comment noted.
	Gobbledegook	Comment noted.
	Have to strike right balance but not spend vast amounts in committee meetings	Comment noted.
	My comments are that it should consider alternative, e.g. post-growth economics, doughnut economics, ecological economics. I'm a bit	This is a matter for the LTP to consider.

	disappointed/apathetic that the overarching vision of the Weaver network is to grow the economy when evidence indicates that not everyone benefits from economic growth and that it exacerbates inequality, and that economic growth is associated with environmental degradation. Furthermore, I'm not sure if other people relate to or are excited about growing the economy too - community and nature may be more easy to relate to (e.g. children are unlikely to understand what the economy is, but know about friends/family and animals). The overarching vision/mission of the Weaver network should be to build community and to regenerate natural environment. As a side note, the ISA is a really long and technically worded doc which may not be accessible for everyone to understand.	A Non-Technical Summary has been provided in the suite of documentation to set forth a high level summary of the assessment process and conclusions.
	As mentioned, reducing road lanes to increase the number of cycle lanes only increases pollution, people are not ready to give up their cars and all that is happening is queuing traffic spewing out exhaust fumes. We need a true balanced and realistic approach	This is a matter for the LTP to consider.
	Not much on cycling	This is a matter for the LTP to consider.
	I agree with all recommendations given on ISA Framework Objective 12, 13 and 14 especially.	Comment noted.
	It is quite clear that Hinchcliffe, who heads up your Transport Committee, has had a hand in drafting this! One look at the network map shows how she has influenced the major concentration of the network upon the Bradford cesspit, while totally ignoring the outlying areas of both the Bradford District and other outlying areas. Areas that equally deserve, if not more fully deserve passenger transport improvements!	This is a matter for the LTP to consider.
	The plans need to prioritise cycling, walking and minimise car use and car parking . More parks larger parks and trees are needing the city centre	This is a matter for the LTP to consider.
	As per previous comments I do not think that all areas have been addressed and the shortfalls will have a major impact on the economy/climate	Comment noted.

	Ensure affordable, reliable public transport for all in the city while reducing emissions to zero	This is a matter for the LTP to consider.
	These are public services that should be run for the good of the public, not for select few who will extract as much money as possible out of the public. Evidence based proof that ongoing assessments are being conducted by independent and competent individuals.	Comment noted.
	More cheap parkings in the city centre. Open more lines for cars. Close all cycle lanes as they are only for deliveroo riders and nobody is using them.	This is a matter for the LTP to consider.
	Could be an issue with plans for new Bus lines on existing witnessed busy roads ie Possibly Westgate Bradford seam	This is a matter for the LTP to consider.
	Looks good	Comment noted.
	Priority should be given to cycle greenway projects this reduces congestion congestion on local areas and improves health	This is a matter for the LTP to consider.
	Important to assess the right questions to ask potential customers prior to any surveys. Encourage current public transport users to input.	Comment noted.
	Rural areas are already behind in services + quality + need priority to even catch up with towns + cities.	This is a matter for the LTP to consider.
	You haven't thought about the danger of bikes in pedestrian areas and the fact that people want cars	This is a matter for the LTP to consider.
	Its a had read and nearly impossible to understand the point of it or its recommendations	A Non-Technical Summary has been provided in the suite of documentation to set forth a high level summary of the assessment process and conclusions.
	Phase 2 of the A638 Dewsbury - Cleckheaton Sustainable Travel Corridor (STC) is an utter disgrace. Millions overspent before it even started, multiple rounds of consultation with residents saying no every single time, a complete farce in execution by Kirklees Council, a failed road safety audit, yet as recently as last week Tracy decides to give them more millions for a cycle lane that runs directly parallel with the Spen Valley Greenway that no cyclist will ever use and a 24 hour bus lane being construction with devastation to the environment for a bus	This is a matter for the LTP to consider.

	service that runs twice per hour if you're lucky and isn't a 24/7 service. As long as Tracy thinks she looks good, that's all that seems to matter.	
	The bus lane for the small part of Kirklees beyond chain bar roundabout is absolutely ridiculous. Yes it's about the trees but it's also stupid. There are barely any buses. Nobody wants it and you don't care. You have ring fenced money and you plough on regardless. But oh yes you have to cancel another strip of this development as you'd run out of money but you won't cancel this big after local objection just to be bloody minded. Had anyone who voted ever been anywhere near the area, I doubt it.	This is a matter for the LTP to consider.
	This is too long a consultation. In the past when I have contributed to forms like this, I feel it is a tick box exercise as the decisions have already been made before consultation. There were many comments made on the plans of the local council on things that people were not happy with but they are still implemented.	This is a matter for the LTP to consider.
	It's not been adequately assessed. The main road from Oakenshaw to the chain bar roundabout has failed road safety audit!	Comment noted. The ISA is an iterative process and assesses the policies in the draft LTP to ensure their robustness. WYCA is developing implementation plans to support the delivery of the LTP. Individual projects per the Implementation Plan will be subject to their own assessments.
	Its all very general, with long lead times. I am not convinced that the issues around LONE will be taken into account.	A Non-Technical Summary has been provided in the suite of documentation to set forth a high level summary of the assessment process and conclusions.
	I just want to get on the bus that comes on time.	This is a matter for the LTP to consider.
	I believe the money spent on the mass transit scheme would be better spent, in this area, on education, training and skills. I have never seen a £for £ comparison of the impact.	This is a matter for the LTP to consider.
	It is heavily biased towards Leeds and Bradford.	This is a matter for the LTP to consider.

On behalf of a group, business, or organisation	There is no need for very ambitious plans, Just basic realistic, practice and affordable ones. Get the basics right and the rest will follow on.	Comment noted.
	Pretty irrelevant, all this is box-ticking and no action	Comment noted.
	You do not discuss or communicate with local areas. You do not care	Comment noted..
	I've not seen the assessments yet, but when they are published, they should be made freely available in the interests of transparency.	ISA documents were provided as part of the LTP consultation process.
	The impact of removing businesses by compulsory purchase and thereby reducing local employment is not mentioned. This can lead to those who use public transport being forced to find alternate employment as well as impacting the local communities and charities which these Companies support.	This is a matter for the LTP to consider.
	None	Comment noted.
	- We note that the strategy itself refers to a very narrow set of health impacts associated with transport in objective 4 . The public health impacts of driving include road crashes, air and noise pollution, physical inactivity, the health consequences of global warming caused by greenhouse gas emissions, mental health impacts of highly car dependent systems, as well as the social and economic isolation faced by millions who live in car-dependent settings. We recommend that the policy make explicit the wider health benefits to be gained from improvements in the availability of accessible, sustainable integrated transport. - We are surprised to see the plan score so positively in terms of improved air quality given that the targets for the plan do not aim to improve air quality beyond current levels. We recommend that the plan increase ambition by including WHO air quality targets. - It is a surprise that the plan has scored so positively in terms of zero emissions given that the targets for VKT are so unambitious. - We support ISA recommendation that the policy could be enhanced by making more explicit reference to designing for vulnerable groups.	Through ISA Objectives 1, 3, and 5, air pollution and impacts from greenhouse gas emissions, as well as other amenity impacts including noise, are considered. Objective 10 considers factors that promote the shift towards sustainable transport, including measures to improve mental health level for active travel users. Road safety, severance issues, physical activity, and socioeconomic effects are considered through Objectives 12 and 14. Text added in ISA Main Report under Section 4.1.1 Objective 10: “Explore additional opportunities to enhance public transport and active travel infrastructure as a measure to further reduce the harmful impacts of transport <u>and bring wider health benefits through reduced dependence on private vehicles and encouragement of physical activity.</u>”

		Mitigation added to Policy ZE2 in Assessment Table under Objective 12: <u>“Policy could make more explicit reference to improving active travel connectivity and accessibility to key services and locations in support of local health and wellbeing improvements.”</u> Policies promoting a shift to sustainable transport scored positively with an indirect effect from reducing dependence on private vehicle use, hence reducing harmful emissions to improve air quality. Text added to Policy ZE2 in Assessment Table under Objective 1: <u>“It is considered that the policy could be further improved by including targets set in the World Health Organisation (WHO) Global Air Quality Guidelines.”</u> Text amended in ISA Main Report under Section 4.1.1 Objective 1: “Policies related to ‘Zero Emission’ scored <u>strongly mostly positive or neutral</u> against this objective, as they contribute directly to reducing emissions and play a key role in enhancing air quality across the region. <u>However, more considerations could be given to areas with low air quality. It is also recommended that Policy ZE2 reference</u>

		<u>the World Health Organisation (WHO) Global Air Quality Guidelines and include specific measures in reducing harmful impacts of transport.”</u> Text added in ISA Main Report under Section 4.1.1 Objective 1: “<u>Reference specific measures to reduce harmful impacts of transport with regards to targets set in the World Health Organisation (WHO) Global Air Quality Guidelines.”</u>
	Noise as mentioned earlier	Comment noted.
	It is not possible to read, evaluate and comment on a 724 page ISA within the scope of this community consultation - you cannot be seriously expecting the community to say more than we MUST protect nature, we MUST reduce emissions, we MUST include the excluded locations, communities and individuals FIRST.	A Non-Technical Summary has been provided in the suite of documentation to set forth a high level summary of the assessment process and conclusions.
	The Yorkshire Dales National Park is one of Britain Breathing Spaces and is easily accessible from the West Yorkshire area by public transport. This hasn't been included in the integrated sustainability appraisal of the area as an area to access nature, blue and green space.	The LTP policies have been assessed with the ISA Objectives as developed and set out in the Scoping Report, with the methodology for assessment being detailed in the ISA Main Report. ISA Objective 2 covers the protection / enhancement of biodiversity, geodiversity, and the blue-green infrastructure network. Accessibility and connectivity to such natural spaces is further included in this ISA Objective's assessment criteria, and therefore is covered in the ISA.