ARUP

West Yorkshire Combined Authority

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

Non-Technical Summary

Reference: Final

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1.   Introduction

1.1   Purpose of this Summary

This purpose of this report is to explain and summarise the Integrated Sustainability Appraisal (ISA) main report, which identifies the potential sustainability impacts of implementing the Mayor's Local Transport Plan (the 'Plan'). The ISA has been produced by Ove Arup & Partners (Arup) on behalf of the West Yorkshire Combined Authority (WYCA or the CA). This summary is to aid in the understanding of the ISA process undertaken to support the development of the Plan.

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.

2. ISA Methodology

2.1 Purpose and Scope of the ISA

As part of the preparation of the Plan, the ISA has been undertaken is to promote sustainable development, health and equality issues and ensure that they are fully considered as the Plan is being prepared. The ISA helps to guide the development of the Plan, by testing the draft policies at each stage, against an agreed list of objectives.
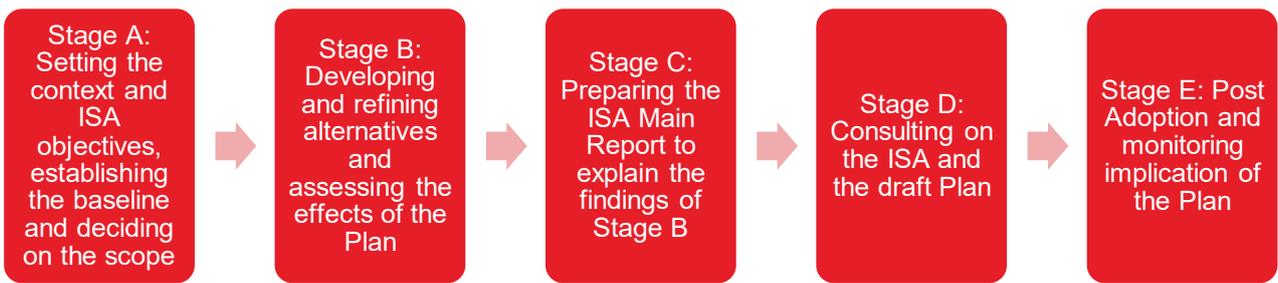
At each stage the ISA then suggests ways to improve the policies. There is a series of national and European legislation that the ISA process should meet. The list below highlights which assessments and requirements have been addressed through this approach:

- Sustainability Appraisal (SA): this is mandatory under national legislation (section 19 (5) of the Planning and Compulsory Purchase Act 2004).

- Strategic Environmental Assessment (SEA): this is mandatory under European and national legislation (Environmental Assessment of Plans and Programmes Regulations 2004 (which transpose the European Directive 2001/42/EC into English law)).

- Equality Impact Assessment (EqIA) Screening Statement: this is a way of showing that the plans, policies and strategies proposed by West Yorkshire meet the Equality Act 2010.

- Health Impact Assessment (HIA): there is no statutory requirement to undertake HIA, however it has been included to add value and depth to the assessment process.

2.2 ISA Stages

The ISA is a 5-stage process, with multiple rounds assessment as the Plan is developed. This stage of the ISA process has been to assess the reasonable alternatives, thematic policies, and infrastructure intervention types against the ISA objectives. The assessment has taken part of Stage B and this Non-Technical Summary and the associated Main Report form part of Stage C, with the Plan's consultation forming part of Stage D. The structure of the ISA is based on best practice guidance. The ISA process is outlined in Figure 1 and described in more detail within the Main Report.

| Stage A: Setting the context and ISA objectives, establishing the baseline and deciding on the scope | → | Stage B: Developing and refining alternatives and assessing the effects of the Plan | → | Stage C: Preparing the ISA Main Report to explain the findings of Stage B | → | Stage D: Consulting on the ISA and the draft Plan | → | Stage E: Post Adoption and monitoring implication of the Plan |

2.3 ISA Assessment Methodology

To undertake the ISA stages above, the ISA uses an 'assessment framework' against which to test and challenge the emerging Plan.

The ISA Framework is made up of a series of 15 ISA objectives and assessment criteria. They have been developed specifically for the Plan. The ISA Framework is used to identify the likely social, economic and environmental effects of the Plan, recommend ways of avoiding or reducing any negative impacts, and importantly, also recommending ways to further enhance the policy.

Stage A, described in Figure 1, results in an ISA Scoping Report, which sits alongside the ISA. The Scoping Report essentially scopes out the ISA, looking at current and future social, economic and environmental characteristics of West Yorkshire and its key issues to create this bespoke framework. The ISA Framework is shown in Table 1.

Table 1: ISA Objectives

No.	ISA objective	Assessment criteria *Will the LTP…*	ISA topic(s) (SEA topic)
1	Protect and enhance local air quality	Support the minimisation of air pollutant emissions and the 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

No.	ISA objective	Assessment criteria *Will the LTP…*	ISA topic(s) (SEA topic)
		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 and 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 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 CO_2 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? Encourage use of innovative new low and zero carbon transport technologies to reduce emissions?	Climate factors; human health; air

No.	ISA objective	Assessment criteria *Will the LTP…*	ISA topic(s) (SEA topic)
		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? Ensure that appropriate compensatory measures are put in place where transport schemes require a land take from the floodplain?	Climate factors; human health; material assets

No.	ISA objective	Assessment criteria *Will the LTP…*	ISA topic(s) (SEA topic)
		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? Ensure drainage systems are sufficiently resilient to climate change and periods of intense rainfall?	Water; soil; human health
7	Conserve soil resources and quality and seek to	Encourage use of previously developed land and minimise use of greenfield land?	Soil; biodiversity, flora, fauna;

No.	ISA objective	Assessment criteria *Will the LTP…*	ISA topic(s) (SEA topic)
	remediate contaminated 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?	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? 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?	Cultural heritage; landscape; material assets

No.	ISA objective	Assessment criteria *Will the LTP…*	ISA topic(s) (SEA topic)
		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 access to opportunities	Improve sustainable access to employment and skills development opportunities, particularly in areas with high levels of unemployment? 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?	Employment; economics

No.	ISA objective	Assessment criteria *Will the LTP…*	ISA topic(s) (SEA topic)
		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 outcome of achieving a fairer society (EqIA specific objective)	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? 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?	Population

No.	ISA objective	Assessment criteria *Will the LTP…*	ISA topic(s) (SEA topic)
		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 transport including air, noise and light pollution (HIA and EqIA specific objective)	Reduce construction and operation noise, air and light pollution for residents and particularly vulnerable users? 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)?	Air; human health

The Plan has been assessed against these ISA objectives to understand potential effects on the reasonable alternatives, thematic policies, and infrastructure intervention types. This is scored by using the assessment levels of effect shown in Table 2. These are described in greater detail in the ISA Main Report. The types of effects a policy could have are also considered over the short-, medium- and long-term, temporary or permanent, direct or indirect (i.e., primary or secondary), scale of effect, and cumulative and synergistic effects.

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.

3. Assessment Results

This section provides a summary of the ISA, looking at the relevant components of the Plan including:

- The reasonable alternatives – provided by the CA and to align with SEA regulations, assessing alternatives allows the ISA to evaluate the effects of the preferred LTP approach as well as reasonable alternatives to this approach.

- The thematic policies – these cover a range of themes including safe; inclusive and affordable; zero emission; active; reliable and resilient; and integrated. The policies underwent an initial assessment in 2025 and were reassessed following LTP consultation feedback and LTP amendments in 2026.

- The infrastructure intervention types – these are broad categories under which the LTP will be implemented through a range of specific infrastructure interventions, to be developed in forthcoming Implementation Plans.

3.1   Assessment of Alternatives

The CA has identified reasonable alternatives which would satisfy the SEA legal 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, the CA made assumptions based on what are considered likely outcomes from each of the reasonable alternatives. The three reasonable alternatives and their expected outcomes are summarised in the Main ISA Report.

The assessment of the alternatives found that the balanced approach (Alternative 3) had the best results 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 transport modes, fostering economic growth, improving health and wellbeing, promoting greater equality of opportunity, and improving safety.

The business-as-usual alternative performed well against the ISA Objectives, with a positive effect against nine of the objectives. However, due to a relatively lesser focus on sustainability, the performance against the other ISA Objectives is mostly anticipated to have neutral effects. Alternative 2 had a positive effect against six objectives. This

alternative performed strongly against protecting air quality, reducing emissions from transport, promoting sustainable modes of transport, but the performance against the other ISA Objectives is anticipated to be mostly neutral or uncertain.

Across all alternatives, it will be key to ensure any adverse effects are reduced and beneficial effects are enhanced as appropriate through the carefully considered and identified mitigation measures. It is not the purpose of the ISA to decide which alternative should be pursued. This is the responsibility of West Yorkshire Combined Authority who have considered the preferred, most appropriate strategy to be taken forward.

3.2   Assessment of Plan Policies

3.2.1   2025 Conclusions

In 2025, the initial draft policies for the Plan were evaluated in relation to the 15 objectives outlined in the ISA framework.

Overall, the policies performed strongly in terms of promoting sustainable transport, with the exception of Policies RR3 and RR8, which have the potential to increase the use of private cars and goods transport. The policies could therefore benefit from including measures to discourage the use of private vehicles and encourage the use of renewable fuels. It is recommended that Policies IA1 and IA6 include references that promote sustainable transport options to children and young people. Policies in the 'Integrated' thematic policy chapter could further promote these sustainable transport options through enhancing green and blue infrastructure (natural spaces including parks and waterways) and charging stations for low emission cars. Policies also generally scored well in terms of fostering economic growth.

Throughout the policies, there are good references to inclusivity for all people, such as references to wheelchair users, 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 (such as disabled people, the elderly, and people from minority backgrounds, etc.), as well as ensuring access to information for all users. The 'Safe' thematic policy chapter contributes strongly to enhancing 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 planning and operating 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 communities with low-incomes or located in rural areas. It would also be beneficial for the policies to support the minimisation of transport impacts on specific protected areas, including designated landscapes and buildings, Public Rights of Way (PRoW), and mineral safeguarding areas. More opportunities could be explored through collaboration with land use planners to improve connectivity to services and employment opportunities. Reference to land use, including encouraging the use of brownfield land, will be particularly relevant to policies under the 'Reliable and Resilient' and 'Integrated' thematic policy chapters.

Managing the effects of climate change is important for the long term protection of the transport network and is of 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, which could include climate mitigation and adaptation. The policies, however, could be enhanced by including stronger reference to climate resilience in the policy wording. Although several 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 and Policies 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, permeable and resilient drainage systems as well as reducing the use of impermeable surfacing such as concrete,. The policies could also explore more integrated development opportunities with green and blue infrastructure to mitigate the impact of transport on the environment and encourage walking or cycling instead of driving. This would also promote the health and safety of local communities.

Finally, several unpublished plans, such as the West Yorkshire Streets for Everyone Strategy and the Leeds City Centre Movement Strategy, have been repeatedly mentioned throughout the policies. The policies could be made clearer by including the specific aims proposed within the plans to better meet the ISA objectives. Specifically, Policies S2, IA2, I17 and A1 could provide clearer references to the relevant 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.

3.2.2   2026 Conclusions

Following public consultation, the draft policies have been updated to reflect the changes needed and since reassessed against the same 15 ISA objectives in 2025. 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). Overall, the draft policies have improved, although some stayed the same or still do not align as strongly with the ISA objectives.

The updated policies continue to support the transition to sustainable transport, with an increased emphasis within the 'Zero Emissions' and 'Reliable and Resilient' thematic policy chapters. This increased emphasis further supports air quality improvements and climate change adaptation. However, clearer requirements to discourage private car use can be added. Notably, Policies ZE2 and RR9 received improved scores across many objectives as they now cover approaches to nature protection and climate change adaptation and mitigation. Policy ZE2 can be further improved by including targets set in the World Health Organisation (WHO) Global Air Quality Guidelines to achieve better air quality outcomes.

The 'Integrated' thematic policy chapter also increased focus on prioritising public transport, including reference to bus franchising and rail and mass transit development. The updated chapter included three new policies relating to prioritising sustainable transport and promoting bus franchising and rail. These policies indirectly help to improve access and travel links, air quality, and the environment. However, the chapter could put more emphasis on avoiding and protecting important habitats and sites and include ways to minimising emissions and promoting efficient use of resources when developing new infrastructure.

The updated policies included more consideration for climate change adaptation and mitigation in the design process, which is directly referenced in Policies S1, I1, IA2, and RR9. However, the policies could give more attention to ways to adapt to extreme weather events, especially for people travelling without a vehicle. It is also recommended that the policies include methods to improve the resilience of the transport network across the

Plan, including flood risk management in infrastructure design, such as using sustainable drainage systems and minimising the use of impermeable hard surfaces.

Some policies have been amended to improve inclusivity, but more 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 can clarify that removing certain types of vehicle traffic and parking does not apply to disabled vehicles and parking. Reference to the Weaver Network has been added across the Plan, which refers to an integrated transport system that supports transition to sustainable travel modes. This 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 updated policies gave more attention to coordination with land use planning, clearly mentioned in Policy A5, along with new references in Policies A1 and A5 to combine green and blue infrastructure with transport design to enhance user experiences for people walking, cycling, wheeling, or travelling actively with other modes. 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 have also been strengthened with clear reference to improving connections to services and opportunities for employment, housing, healthcare, education, and leisure, which resulted in 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, part of the suggested mitigations from the 2025 assessment remains unresolved in this iteration as residual impacts. These generally relate to including clearer reference to the protection and enhancement of specific features, including natural habitats and important 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 included directly in the policy wording.

3.3   Assessment 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 transport options, enhancing economic opportunities, and ensuring everyone has equal access to transport options and benefits. However, there remains weak alignment related to climate resilience, and promoting sustainable and circular waste management practices (such as reusing and recycling materials), for instance.

'Infrastructure improvements' (Type A) shows significant benefits in reducing emissions and promoting sustainable transport options 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 the sustainability of this infrastructure intervention type. Similarly, 'Policy and regulation measures' (Type B) performed well in promoting sustainable transport options but would benefit from clearer measures to integrate climate adaptation strategies and transport development that provides equal opportunities for all groups.

'Maintenance and asset management' (Type C) performed strongly against reducing emissions from transport, promoting sustainable transport options, and equality of opportunity, but presented unclear effects on local air quality impacts. Potential ways to reduce negative effects include a focus on sustainable asset management, climate change adaptation measures, and improvements to walking and cycling routes. 'Transport service improvements' (Type D) demonstrated strong alignment with objectives to improve air quality and reduce harm to the environment. However, addressing light pollution (such as excessive light from streetlights or vehicles) could be included as a measure to reduce environmental impacts to strengthen this infrastructure intervention type.

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

'Cross-cutting and enabling interventions' (Type G) demonstrated strong alignment across multiple ISA objectives, particularly enhancing biodiversity, increasing climate resilience, and promoting equality of opportunity. However, further emphasis on conserving soils, enhancing water environment, and cleaning up polluted land would enhance the social and environmental benefits of this infrastructure intervention type.

Moving forward, the further development of these infrastructure intervention types within the LTP Implementation Plan should aim to take a joined-up approach that supports climate resilience, protects the environment, and ensures equality. This will ensure that transport infrastructure and relevant interventions contribute to a more sustainable and inclusive future.

3.4 Equality Impact Screening Statement

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. EqIA considerations have been included within the ISA objectives and, therefore, throughout the Integrated Sustainability Appraisal of the Plan.

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 wide range of policies within the Plan perform strongly against Objective 13, which aims to promote equality of opportunity and create a fairer society. Policies generally score positively against the protected characteristics. particularly age, disability, pregnancy, and race, where they emphasise accessibility, safety, and improved mobility for vulnerable groups. Many policies explicitly reference inclusive design, accessible infrastructure, wheeling as a mode of travel, and better access to services, employment, education, and healthcare. The Integrated chapter is especially strong, with policies focused on accessible interchanges, inclusive information provision, improved wayfinding, and fare structures that reflect diverse needs. However, Policy I0 scores negatively for age and disability because it promotes sustainable travel but fails to reference wheeling, highlighting a gap that could be addressed.

Several policies have been strengthened following the 2025 ISA and LTP consultation feedback, particularly through clearer commitments to accessibility, safety, inclusive design, and reducing social exclusion. Enhancements include improved consideration of vulnerable road users, better signal timings for people with mobility challenges, stronger references to inclusive cycling and car parking, and commitments to accessible public transport and information. Three new policies were added since the first ISA iteration:

Policy I0, which shows weak alignment due to its omission of wheeling, and Policies I18 and I19, which scored neutral.

Overall, the Plan demonstrates a broad and increasing emphasis on equitable mobility, though some areas still require refinement to fully support all protected groups.

For the full Equality Impact Screening, please refer to Appendix A.1 (Equality Impact Screening Statement) of the Main ISA Report.

4. ISA Conclusions

4.1 Summary

This report summarises the process and the findings of the ISA of reasonable alternatives, thematic policies (including the 2026 reassessment), and infrastructure intervention types. The preparation of the ISA has strengthened the sustainability of the Plan.

When considering the updated Plan, the policies provide a strong strategic direction for transportation infrastructure across the plan area. Overall, the scoring for the draft policies has improved, although some remained neutral or showed weaker alignment with the ISA objectives. In particular, the policies received improved scores 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, increasing resilience to climate change, and promoting greater equality of opportunity; all of which support the four main objectives of the Plan.

The reassessment findings continue to identify areas of weakness and/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. Therefore, the Plan could potentially result in transport infrastructure interventions which may have possible effects on the local environment and surrounding landscapes, and the most at risk or vulnerable groups.

In instances where policies have been assessed as weak against certain objectives, this is primarily due to criteria being addressed through 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.

Where amended policies continue to hold weak scores, residual mitigation and enhancement recommendations to make improvements have been outlined, highlighting opportunities to further strengthen the plan and future projects in the plan area, and therefore the plan as a whole. Residual mitigation and enhancement recommendations include, but are not limited to, considering measures that enhance the resilience of the transport network to flood risk and extreme weather events; including more explicit reference to the protection and enhancement of specific features, including AQMAs, natural habitats and designated sites, heritage assets, mineral safeguarding areas, and

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Public Rights of Way; and working closely with land use planning to encourage the use of previously developed land and improve transport connectivity.

For further information on suggested residual enhancement or mitigation recommendations, see the full assessment tables in the appendix of the ISA Main Report.

Following the LTP consultation, responses relevant to the ISA will be considered and appropriately actioned. Any changes will be documented as part of Stage D of the ISA process. Following this, a post-adoption statement will be written as part of Stage E of the iterative ISA process once the plan is adopted by West Yorkshire Combined Authority.