



CONSULTATIVE MEETING OF MEMBERS OF THE CLIMATE EMERGENCY ADVISORY COMMITTEE

Meeting to be held remotely* on

Monday 22nd January 2024 at 10.00 am

MEMBERSHIP

Councillors

B Anderson
J Bowden
P Carlill
E Carlisle
R Downes
K Dye (Chair)
M Foster
A Hannan
N Harrington
A McCluskey
O Newton
M Rafique
M Shahzad
E Thomson
J Tudor

Note to observers of the meeting: To remotely observe this meeting, please click on the 'To View Meeting' link which will feature on the meeting's webpage (linked below) ahead of the meeting. The webcast will become available at the commencement of the meeting.

<https://democracy.leeds.gov.uk/ieListDocuments.aspx?CId=1210&MId=12497>

*This is being held as a remote 'consultative' meeting. While the meeting will be webcast live to enable public access, it is not being held as a public meeting in accordance with the Local Government Act 1972.

Governance Officer
Helen Gray/Toby Russell
Tel: (0113) 3788657/3786980

A G E N D A

Item No	Ward/Equal Opportunities	Item Not Open		Page No
1			<p>APOLOGIES FOR ABSENCE</p> <p>To receive any apologies for absence.</p>	
2			<p>DECLARATIONS OF INTEREST</p> <p>To disclose or draw attention to any interests in accordance with Leeds City Council's 'Councillor Code of Conduct'.</p>	
3			<p>NOTES OF THE PREVIOUS MEETING</p> <p>To receive the minutes of the formal meeting held 15th December 2023.</p>	5 - 10
4			<p>OPEN FORUM</p> <p>At the discretion of the Chair, a period of up to 15 minutes may be allocated at each ordinary meeting for members of the public to make representations or to ask questions on matters within the terms of reference of the Committee. No member of the public shall speak for more than five minutes in the Open Forum, except by permission of the Chair.</p> <p>Please note: Members of the public are asked to submit a video of their question or statement to climate.emergency@leeds.gov.uk by 5.00pm on Wednesday 15th January 2024.</p>	
5			<p>DIRECTORS UPDATE - DIRECTOR OF COMMUNITIES, HOUSING AND ENVIRONMENT</p> <p>To receive a verbal update from the Director of Communities, Housing and Environment.</p>	
6			<p>WORKING GROUPS UPDATE</p> <p>To receive a verbal update on the progress of the Committees' working groups to date</p>	

7		<p>CARBON DISCLOSURE PROJECT FEEDBACK AND AREAS OF DEVELOPMENT</p> <p>To consider the report and presentation of the Chief Officer Climate, Energy and Green Spaces which provides an update on the Carbon Disclosure Project (CDP) feedback, which, as agreed at the November CEAC Meeting, will be used to develop the CEAC Main Committee forward plan.</p>	11 - 14
8		<p>UPDATE ON HEAT NETWORK ZONING</p> <p>To receive and consider a presentation from the Chief Officer, Climate, Energy and Green Spaces on the proposals for Heat Network Zoning contained in the Energy Act and the implications for the city.</p>	15 - 26
9		<p>UPDATE ON CONNECTING LEEDS TRANSPORT STRATEGY</p> <p>To receive a report and presentation from the Chief Officer, Highways and Transportation, which provides an introduction and overview of the Annual Progress Report of the Connecting Leeds Transport Strategy (CLTS), Action Plan 1 with respect to the Climate Emergency.</p>	27 - 42
10		<p>DATE AND TIME OF NEXT MEETING</p> <p>To note the date and time of the next meeting as Monday 19th February 2024 at 2.00 pm</p>	

Third Party Recording

Recording of this meeting is allowed to enable those not present to see or hear the proceedings either as they take place (or later) and to enable the reporting of those proceedings. A copy of the recording protocol is available from the contacts named on the front of this agenda.

Use of Recordings by Third Parties– code of Practice

a) Any published recording should be accompanied by a statement of when and where the recording was made, the context of the discussion that took place, and a clear identification of the main speakers and their role or title.

b) Those making recordings must not edit the recording in a way that could lead to misinterpretation or misrepresentation of the proceedings or comments made by attendees. In particular there should be no internal editing of published extracts; recordings may start at any point and end at any point but the material between those points must be complete.

This page is intentionally left blank

Climate Emergency Advisory Committee

Friday, 15th December, 2023

PRESENT: Councillor K Dye in the Chair

Councillors B Anderson, J Bowden,
P Carlill, E Carlisle, M Foster, A Hannan,
N Harrington, A McCluskey, M Rafique,
M Shahzad, E Thomson and J Tudor

26 Appeals Against Refusal of Inspection of Documents

There were no appeals against the inspection of documents.

27 Exempt Information - Possible Exclusion of the Press and Public

The agenda contained no exempt information.

28 Late Items

No late items of business were added to the agenda.

29 Declaration of Interests

No declarations of interest were made.

30 Apologies for Absence

Apologies for absence were received from Councillor R Downes and Councillor O Newton.

31 Minutes of the Previous Meeting

The Committee noted amendments to the minutes of the meeting held 27th November 2023:

Minute 19 Open Forum – to be amended to reflect that the Chair reported on discussions held with contributors to previous meetings, particularly on the approach to consultation. With the agreement of the Committee, the Chair undertook to write to senior officers and leadership team to highlight that all public consultations are as inclusive and accessible to residents as possible.

The Chair also reported that responses had been sent to contributors to the October 2023 meeting Open Forum on the following issues:

- Hydro electricity
- Roof top Gardens
- Zero Carbon Energy Markets

Minute 22 Directors Update – the phrase ‘It was confirmed that the White Rose station did have connectivity through to the bus station’ be amended to read “*It was confirmed that the White Rose station did have connectivity through to the White Rose bus station.*”

RESOLVED – That, subject to the amendments above, the minutes of the meeting held 27th November 2023 be agreed as a correct record.

32 Matters Arising from the Minutes

The following matters arising were raised:

Minute 20 Working Groups Update - Dates had been confirmed for all working groups with Members encouraged to attend:

Biodiversity, Food and Waste – 29th January 2024,

Economy and Finance - 30th January 2024,

Community and Business Engagement – 5th February 2024,

Planning and Buildings – 6th February 2024.

Minute 22 Directors Update – With the Leeds car sharing scheme having ceased, it was noted the West Yorkshire scheme still existed. An update on the West Yorkshire scheme was usually contained within the Transport Strategy Committee Annual Report which was to be brought to a future meeting of this Committee.

Minute 24 Yorkshire and Humber Climate Commission and Leeds Climate Commission – The Committee noted that a Ward Member for Killingbeck and Seacroft will make contact with the representatives of the Yorkshire & Humber Climate Commission to seek their attendance at the next Climate Action Seacroft Community Forum.

33 Open Forum

No matters were raised under the Open Forum item.

34 Climate Emergency Advisory Committee Annual Report

The Committee considered the report of the Chief Officer (Climate, Energy and Green Spaces) presenting the annual update on the work of the Climate Emergency Advisory Committee and its working groups.

The report included the draft Annual Report to Council attached at Appendix 1 and a schedule of the Open Forum submissions considered by CEAC and the Council's response attached at Appendix 2.

Polly Cook, Chief Officer, Climate, Energy and Green Spaces, presented the report and highlighted the following information:

- The report captured the work and impact of the Committee and associated working groups and did not cover every aspect of work involving climate initiatives enacted by the Council.
- The key themes were policy development, project delivery and engagement with the public, partners and stakeholders.
- The Open Forum had been beneficial and led to practical outcomes such as research into the effects of rubber crumb and developing best practise for engagement with the public.
- The four working groups had been effective in directing policy and assisting in shaping provision and public feedback for projects such as the Community Hubs.

During discussions the Committee discussed the following:

- It was noted there was little reference to the work on lobbying and making requests to outside bodies in the report. In response, it was thought this had been reflected but further work on the report was proposed to sufficiently reflect this.
- A synopsis of lobbying and request to outside bodies was noted to be contained on page 26 at point 3.1.6, however, specific examples of this work were to be included in the report.
- To avoid confusion between this report and an additional annual report that was due for submission to the Executive Board, it was noted that, the contents of this report originated from Members of the Committee and would be useful if content of the report due for Executive Board were available. In response it was outlined that the report to Executive Board had been delayed until September 2024 in order to be linked to the Carbon Disclosure Project and a link to this report could be included for context.
- To demonstrate the success of the Council's approach, to be net zero carbon by 2030, it was noted that this was to be included in the annual report for the Executive Board and current data stated a 63% reduction in carbon since 2005.
- It was noted that the report reflected some difficulties engaging with diverse communities and options to improve this were to be explored, particularly within areas of deprivation as actively having the time, capacity and facilities to address climate impact was more regularly associated with affluence. This was to be a topic raised at a working groups chairs meeting.
- As a further method to engage with residents, including text on ongoing climate initiatives and the impacts in Leeds, was proposed for letters that were sent out regarding elections. It was noted that Council tax bills and the Leeds by example website had previously been utilised to promote certain topics, however, depending on context and priorities the intention was not to overload residents with information on multiple subjects.
- A message of thanks was extended to all Committee Members, the working groups and all contributors to the report, noting, the city was making progress but had a long way to go.

RESOLVED – That the contents of the report and the work of the Climate Emergency Advisory Committee throughout the 2022/23 and 2023/24 (to date) municipal year, along with Members comments, be noted.

(Councillor B Anderson left the meeting at the end of this item)

35 Community Climate Grants Update

The Committee considered the report of the Chief Officer (Climate, Energy and Green Spaces) which provided an update on the progress of the community climate grants fund, which is a West Yorkshire Combined Authority (WYCA) funded project providing funding of up to £50,000 for community projects that reduce carbon and have a positive impact on equalities and/or deprivation.

George Munson, Senior Project Manager, outlined the following information to Members:

- When compiling the report, the assessment process for the determination of climate grants was ongoing. The outcome for grants had been provisionally determined at the time of the meeting but as the bidders had not been notified, specifics were not reported.
- Members views on the process for engagement on seeking community climate grant applications, for the second wave, were sought.
- The community climate grant funding originated from WYCA and was to be allocated to community proposals for greener, cleaner and climate ready neighbourhoods and must target one of the four priority areas – a. *Green and climate ready nature solutions*, b. *Healthy affordable and efficient buildings*, c. *Local, clean and renewable energy* and d. *Walking, cycling and public transport*.
- Bids had to evidence how the project reduced carbon, helped tackle deprivation and inequality, and projects were to be completed by December 2024.
- £544,000 was available for community and voluntary sector organisations, with an open application process. The first wave of the application process had closed on the 3rd of November 2023.
- 29 bids had been received for the first wave, with 9 being provisionally approved, which were predominantly larger bids, totalling £285,231.
- The main reasons for non-successful bids were outlined as insufficient evidence for build costs, staffing costs and general finances, as well as weak targets to measure outcomes. It was noted the capacity for some organisations to provide all the required information raised difficulties and there were some bids that may be approved on receipt of further clarification.
- There were several fundamentally good ideas which lacked fulfilment of all required criteria.
- The forecast was that there will be around £265,000 available for the second wave of bids, with an additional £100,000 comprising a reserve pot, and a lottery bid anticipated by WYCA. The second wave and the announcement of successful bids was aimed to be completed before Purdah.
- Four options were proposed for the second round of the process, which were, 1. to run a fully open process, 2. offer bids to previous applicants only, 3. invite applications from underrepresented groups and areas only or 4. a combination of options 2 and 3.

During the discussions the following matters were considered:

- There had been one bid for a transport project, however, it had not been approved for funding.
- As there were no applications received from groups or organisations from specific Wards, with particular reference to some more deprived Wards, it was noted the second wave of bids could prioritise this.
- The requirement for an application to demonstrate a positive impact on an area of high deprivation or reduce inequality was queried as it may exclude some groups residing in more affluent Wards from the process. It was outlined the criteria had been a requirement set by WYCA.

- It was noted there was approximately a 50/50 split on the approved applications that demonstrated a positive impact on area of high deprivation versus reductions in inequality. The process had some barriers to accessibility and applicability, but no specific Ward or organisation was excluded.
- As there had been some difficulties for some organisation applying, mainly due to time and resources, it was suggested the Localities team could provide assistance with forms and requirements, given their close working relationship with third sector and voluntary organisations.
- It was clarified that the process had been simplified within the context of the set requirements from WYCA and assistance had been provided by the service. The majority of applications that were unsuccessful was due to omission of finance requirements. For the second wave, further guidance regarding the minimum standards and feedback to unsuccessfully bidders were to be provided.
- There had been some detail regarding diversity and whom the applicant organisation represented on the application form. More information on the diversity of applicants was to be provided back to Members.
- With the expiration of the funding grants noted as December 2024, option 1 for an open process was proposed for the second wave given the time constraints and the wish to apply all available funding.
- Option 1 was also noted to provide the opportunity for organisations from less represented Wards to apply, with information regarding the process and requirements available as early as possible to promote fairness.
- The benefits of option 4 were noted as, support for unsuccessful bids will allow already developed plans access to funding and then provide a good opportunity for underrepresented groups and areas to apply. Some concern regarding the scope of available information during wave one was raised.
- A proposal to mix all options was discussed, for a full open process that prioritised options 2 and 3. This was proposed to address concerns regarding the potential for funds to be left over if previous bidders were unsuccessful again whilst allowing new bids to come forward.
- In order to support previous bidders to resubmit their applications, the service could tailor guidance and create an easier bid writing process for smaller climate groups. The climate action hubs were outlined to be an appropriate venue to engage and offer this support. An offer to review bids before the submission deadline was available.
- To encourage bid submissions across all Wards, the notion of prioritising previous bidders may raise issues as it was difficult to predict or assume what will come forward for wave two. All applications should be judged on their own merits, in line with the set criteria.
- Examples of suitable projects from the four priority area options could be provided for organisations to increase the number of bid applications. In response, it was noted the four options were determined by WYCA and a short set of examples were to be devised and included in the provided guidance.
- It was confirmed that the list of applications listed as Ward percentages, detailed on page 33 at point 8 of the report, was the total number of bids received and not what is likely to be approved.

- Once the successful bids were known to Members it will better reflect what projects were to be implemented across the city and which Wards were underrepresented, allowing a more informed decision as to which options was preferred. The results from wave one were agreed to be published once all bidders had been formally contacted.
- The Committee proposed to write to all Councillors to assist in identifying groups that may engage with the process and have the capacity to submit beneficial bids for funding, including guidance and direction to support.
- The application process was proposed to be taken as an item to Community Committee meetings, which covered all 33 Wards within the Leeds district. Difficulties for this were raised due to the urgent time constraints to apply funding but all Community Committee chairs were to be sent a letter to consult with the Members, appointed community Champions and Localities Officers.
- In summary, the Committee's preferred option for the second wave of the bidding process was for an open process with support offered for previous bidders and underrepresented areas or groups. A scoring system was an option for the determination of priority bids.

RESOLVED – That the update on community climate grants and Members comments on the process for distributing additional funding made available for a second funding wave, be noted.

36 Date and Time of Next Meeting

RESOLVED – To note the date and time of the next meeting as Monday 22nd January 2024 at 10.00 am

Carbon Disclosure Project feedback and areas of development

Date: 22 January 2024

Report of: Chief Officer Climate, Energy and Green Spaces

Report to: Climate Emergency Advisory Committee

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

Brief summary

Carbon Disclosure Project (CDP) is a global non-profit that runs the world's environmental disclosure system for companies, cities, states and regions. More than 24,000 organisations around the world disclosed data through CDP in 2023 (including listed companies worth two thirds of global market capitalization) and over 1,100 cities, states and regions.

Since 2021, Leeds has submitted a public disclosure to the Carbon Disclosure Project detailing the city's annual emissions, as well as the projects, programmes, and policies relating to climate change. This provides a useful, independent, robust check on the city's climate action—complementing the work of the Climate Emergency Advisory Committee.

In 2022, Leeds was, for the first time, one of 121 cities that received an 'A grade'. The grading used by CDP is updated every year to require more stringent action. On 14th November, it was confirmed that Leeds was one of 119 cities that received an 'A grade' in 2023.

On 27th November 2023, the submission was brought to the CEAC Main Committee meeting for discussion. Following this, it was agreed that once feedback had been received on the submission, officers from Climate, Energy and Green Spaces would return to CEAC to share this feedback.

In addition to this, it was agreed the feedback would be utilised as a tool for developing the forward plan of the CEAC Main Committee throughout the remainder of the present municipal year and into 2024/25.

Recommendations

- a) To note the contents of the report and presentation to be made to the committee, and to agree to use the feedback to develop the CEAC Main Committee forward plan.

What is this report about?

- 1. This report provides an update to CEAC on the Carbon Disclosure Project (CDP) feedback, which, as agreed at the November CEAC Meeting, will be used to develop the CEAC Main Committee forward plan. As the feedback was not available at the time of this cover report being submitted, it will instead be presented during the meeting.

What impact will this proposal have?

- 1 The feedback from the CDP submission will help inform the forward plan of the CEAC Main Committee, therefore impacting on the work undertaken by the committee in their role supporting and providing check and challenge on the city’s climate emergency response.

How does this proposal impact the three pillars of the Best City Ambition?

- Health and Wellbeing Inclusive Growth Zero Carbon

- 2 The annual CDP submission is integral in providing feedback to strengthen the work being done in support of the council’s net-zero ambition. It includes questions relating to all three pillars of the Best City Ambition.

What consultation and engagement has taken place?

Wards affected: Have ward members been consulted? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
--

- 3 Not applicable

What are the resource implications?

- 4 There are no direct resource implications as a result of this report.

What are the key risks and how are they being managed?

- 5 There are no specific risk management implications as a result of this report.

What are the legal implications?

- 6 There are no direct legal implications as a result of this report.

Options, timescales and measuring success

What other options were considered?

- 7 Not applicable

How will success be measured?

- 8 Success will be measure by the CDP 2024 submission outcome and the feedback following this in January 2025.

What is the timetable and who will be responsible for implementation?

9 Not applicable

Appendices

Background papers

This page is intentionally left blank

Update on Heat Network Zoning

Date: 22nd January 2024

Report of: Chief Officer, Climate, Energy and Green Spaces

Report to: Climate Emergency Advisory Committee

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

Brief summary

This report provides an introduction to a presentation on the proposals for Heat Network Zoning contained in the Energy Act and the implications for the city.

It is intended that the presentation will cover the following issues and their implications for the city:

- Heat Network Zoning - which is a major new policy contained in the Energy Act and the consultation which has just been released, and
- The Advanced Zoning Programme, which is a forerunner to Heat Network Zoning.

Recommendations -The Committee is asked to

- a) Note and discuss the contents of the presentation, and
- b) Note the intention for the Chief Officer, Climate, Energy and Green Spaces to respond to the consultation on behalf of the Council in consultation with the Chair of the Climate Emergency Advisory Committee.

What is this report about?

- 1 This report provides an introduction to a presentation on the proposals for Heat Network Zoning contained in the Energy Act and the implications for the city.
- 2 Heat Network Zoning will fundamentally transform the development of new heat networks in towns and cities across England. By designating geographic zones where heat networks are expected to be the lowest cost solution for decarbonising heat, local authorities and heat network developers will quickly be able to identify where new heat networks should be built.
- 3 Specific buildings within zones will be required to connect to a heat network within a prescribed timeframe. By identifying larger heat consumers within a given area, a critical mass can be reached and provide the certainty needed to support long-term investment in heat networks.

- 4 These consumers could include:
 - a) New buildings
 - b) Large public sector buildings
 - c) Large non-domestic buildings – such as office blocks or shopping centres
 - d) Domestic premises which are already communally heated – such as flats with a communal building-level heating system.
- 5 There will be some exemptions to this – such as where it would not be cost-effective to connect to a heat network or where a better low carbon solution exists. All of this will be confirmed in legislation.
- 6 Homes within zones which are not already communally heated will not be required to connect. However, should they wish to, they will be able to.
- 7 Developing heat network zones across the country will require tens of billions of pounds of investment and has the potential to create tens of thousands of jobs. Local authorities and heat network developers will work closely together to build new networks and deliver a low carbon heating revolution across the country.
- 8 Government has created the Advanced Zoning Programme (AZP) working with a smaller group of towns and cities, including Leeds.
- 9 The AZP aims to support the construction of new zonal scale heat networks as quickly as possible following the introduction of heat network zoning. This will help to test and inform the later stages in the zoning lifecycle, particularly zone delivery and operation. It will also help to prepare the market and supply chain for national heat network zoning policy coming into force in 2025.
- 10 LCC intends to focus AZP support on the Southbank, where we already plan to extend the network and have applied for Green Heat Network Funding (GHNF). The key difference is that GHNF requires us to design and optimise a network for specific known customers, whereas Zoning will supply to all ‘mandated’ buildings, and hence require physically larger pipes. We intend to explore the cost difference between these two approaches in detail, look at how work can be designed and phased and work alongside government to create new financing mechanisms that build on GHNF.
- 11 The Senior Project Manager, Climate, Energy & Green Spaces, will attend the meeting to provide the presentation.

How does this proposal impact the three pillars of the Best City Ambition?

- Health and Wellbeing Inclusive Growth Zero Carbon

What is the timetable and who will be responsible for implementation?

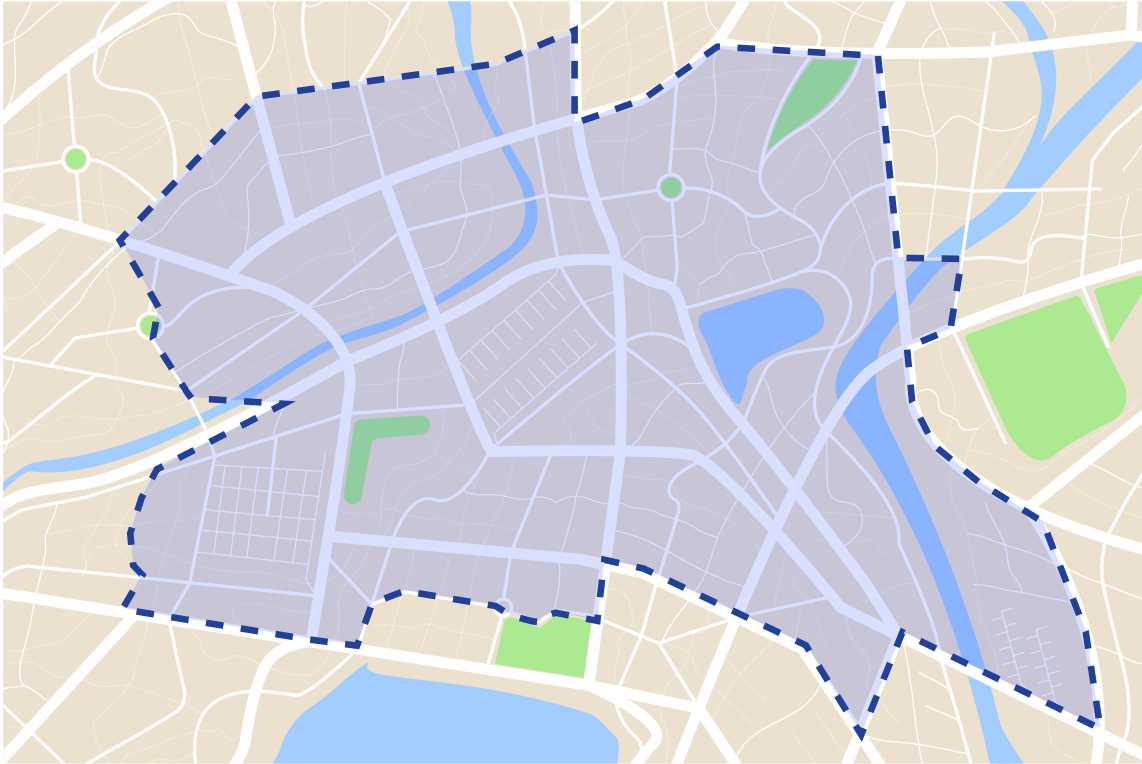
- 12 The consultation on Heat Network Zoning closes 26th February 2024 and it is proposed that the Chief Officer, Climate, Energy and Green Space responds to the consultation on behalf of the Council by the given deadline, in consultation with the Chair of the Climate Emergency Advisory Committee.

Appendices

- Appendix 1 – Heat Network Zoning Overview- Department for Energy Security and Net Zero

Background papers

- None



Heat network zoning

Overview



© Crown copyright 2023

This publication is licensed under the terms of the Open Government Licence v3.0 except where otherwise stated. To view this licence, visit nationalarchives.gov.uk/doc/open-government-licence/version/3 or write to the Information Policy Team, The National Archives, Kew, London TW9 4DU, or email: psi@nationalarchives.gsi.gov.uk.

Where we have identified any third-party copyright information you will need to obtain permission from the copyright holders concerned.

Any enquiries regarding this publication should be sent to us at: heatnetworks@energysecurity.gov.uk

Contents

Heat network zoning - overview	4
What is a heat network?	4
Heat network zoning	5
Why we are delivering heat network zoning	6
Our approach	6
Identifying locations for heat network zones	7
The process	8
Learning from pilot projects	9
Protecting consumers	9
Further information	9

Heat network zoning - overview

Enabling the accelerated roll-out of heat networks to provide a secure supply of low-cost, low-carbon heat to consumers in England.

What is a heat network?

Heat networks use highly insulated underground pipes to distribute heat from centralised sources to a variety of different customers, such as public buildings, shops, offices, hospitals, universities and homes. This could be across entire cities or to a selection of neighbouring buildings.

These highly efficient systems remove the need for individual boilers or heaters in each building and can utilise local sources of low carbon heat - which would otherwise go to waste.

They are one of the most cost-effective ways of providing secure, reliable and affordable heat to consumers and help us end our reliance on fossil fuels while cutting customer bills.

In 2023, around 2-3% of heat in the UK is provided by heat networks. It is estimated that heat networks will need to be supplying almost 20% of heat by 2050 to enable the UK to reach net zero.



Photo credit Vital Energi

Heat network zoning

Heat network zoning will fundamentally transform the development of new heat networks in towns and cities across England. By designating geographic zones where heat networks are expected to be the lowest cost solution for decarbonising heat, local authorities and heat network developers will quickly be able to identify where new heat networks should be built.

This will also allow for multiple networks to be built in the same city – with the opportunity to even connect them together to create larger city-wide networks.

Specific buildings within zones will be required to connect to a heat network within a prescribed timeframe. By identifying larger heat consumers within a given area, a critical mass can be reached and provide the certainty needed to support long-term investment in heat networks.



These consumers could include:

- New buildings
- Large public sector buildings
- Large non-domestic buildings – such as office blocks or shopping centres
- Domestic premises which are already communally heated – such as flats with a communal building-level heating system.

There will be some exemptions to this – such as where it would not be cost-effective to connect to a heat network or where a better low carbon solution exists. All of this will be confirmed in legislation.

Homes within zones which are not already communally heated will not be required to connect. However, should they wish to, they will be able to.

Developing heat network zones across the country will require tens of billions of pounds of investment and has the potential to create tens of thousands of jobs. Local authorities and heat network developers will work closely together to build new networks and deliver a low carbon heating revolution across the country.

The Department of Energy Security and Net Zero is working with a huge range of partners to deliver this transformation which has a number of key elements.

Why we are delivering heat network zoning

By identifying areas where heat networks are the lowest cost, low carbon heating option, buildings within the zones will benefit from a national framework that has assessed their best options to decarbonise their heating.

Furthermore, heat networks provide the ultimate flexibility and security as they can deliver heat provided by a variety of different sources. This will avoid some of the cost of enlarging our electricity grid for net-zero and means that heat networks are futureproofed as different heat sources emerge in the future.

Heat networks also work best when they have many different types of buildings connected. This results in greater efficiencies, which helps lower the cost of low carbon heat for everyone connected to the network.

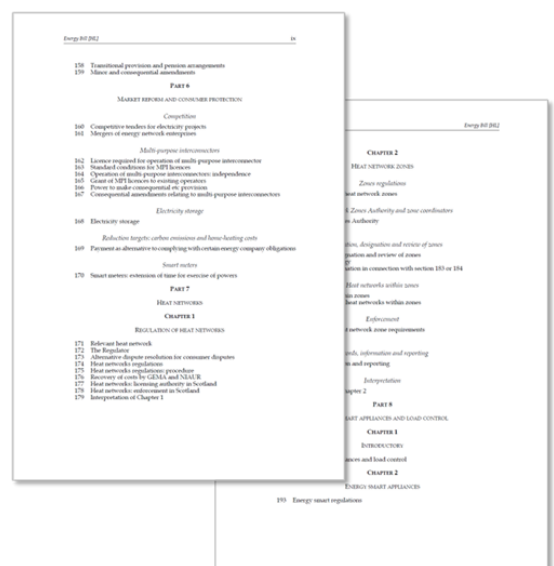
In creating heat network zones where certain buildings will be required to connect, we can ensure that the required economies of scale are reached within each zone identified, which will provide the very best outcomes for everyone connected.

Heat network zones also provide project sponsors and developers with the certainty about connections that will be required to secure the investment for construction.

Our approach

The Energy Act provides the powers for government to implement heat network zoning in England.

Following an initial [public consultation in 2021](#), we will be consulting further by the end of 2023 where we will ask for views on the finer details of zoning. This will include what types of buildings will be required to connect, how zone opportunities will be developed and the possible role of a central authority to oversee zoning.

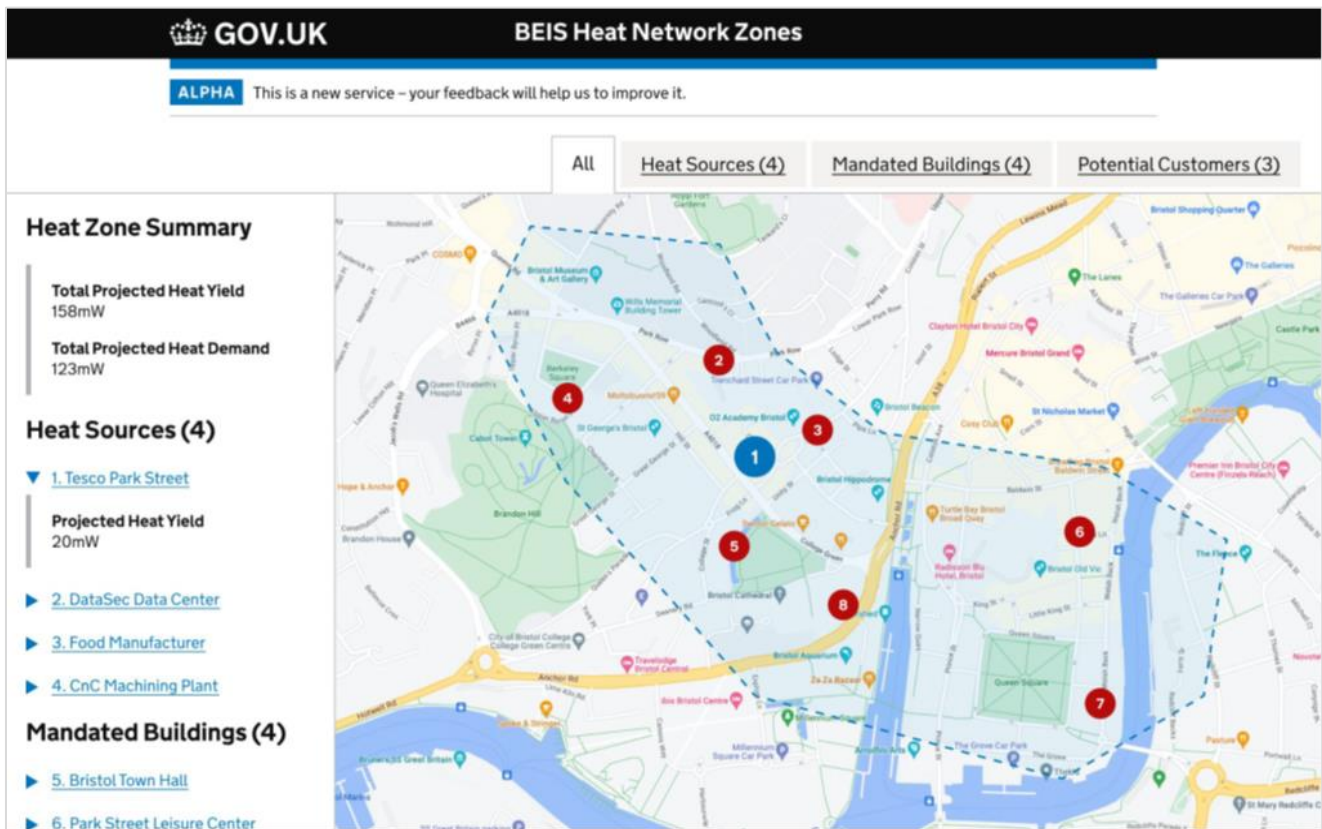


Identifying locations for heat network zones

To identify heat network zones in a consistent manner in every town and city across the country, we are developing a methodology to identify and designate heat network zones. This process will include using data from a variety of sources, such as the building type, size and existing energy usage.

We are working with 19 English cities and towns in a pilot project to refine and test the proposed methodology. The findings from the pilot will be used to finalise the model and further information will be shared during the consultation in 2023.

We are also developing a cutting-edge digital tool to provide detailed maps and information on the proposed zones and enable various stakeholders to identify where they may be able to access lowest-cost, low-carbon heat from a proposed network.



Example map (for illustrative purposes and not representative of a final zone)

The process

We are exploring the potential for a central body that will oversee the implementation of heat network zoning and set national standards. Local zoning co-ordinators will be established with responsibility for designating areas as heat network zones and enforcing requirements within them. We expect this role to generally be assumed by local government.

When the national modelling process has identified a potential heat network zone in a town or city, the zoning co-ordinators will play an important role in refining the zone boundaries and consider local factors. This will ensure the very best outcome for each zone is identified.

In some areas, there may not be a relevant organisation able to take on the role of zoning co-ordinator. In this situation, the central body will adopt the role of the co-ordinator.

We are also exploring the potential to provide standardised routes for the procurement of zones, enabling each zone co-ordinator to quickly access technical, legal, and commercial guidance and a range of standard contracts. This will lower the cost of procurement and ensure a consistent approach across the country.



Image courtesy of CPC District Heating Ltd

Learning from pilot projects

Our work in piloting heat network zones ahead of the introduction of the legislation in 2025, coupled with the development of a range of support measures and resources for zoning co-ordinators, will enable a number of zones to start construction in early 2025.

Protecting consumers

Alongside heat network zoning, comprehensive consumer protection regulation of the heat network sector will be put into place through the Heat Network Market Framework.

Ofgem is taking on the role of regulator and will have new powers to regulate prices in the sector and investigate disproportionate pricing across all heat networks.



Image courtesy of Energetik

Within the sector, this will secure fair pricing for domestic customers as well as ensuring transparency, guaranteed standards of performance and other protections, providing market assurance and encouraging investment in the industry. Regulations also extend to technical and performance standards, to ensure that heat networks provide the highest levels of service and reliability for connected consumers.

Further information

Should you wish to be kept up to date as to the progress of heat network zoning and find out about future events and other related news, you can [subscribe to our email newsletter](#) where you can select from a range of heat-network-related topics, that includes zoning.

Further information and resources for heat networks can also be found by visiting our [heat network collection page on the gov.uk website](#).

This publication is available from: www.gov.uk/desnz

If you need a version of this document in a more accessible format, please email alt.formats@beis.gov.uk. Please tell us what format you need. It will help us if you say what assistive technology you use.

Connecting Leeds Transport Strategy Update 2024

Date: 22nd November 2023

Report of: Chief Officer, Highways & Transportation

Report to: Climate Emergency Advisory Committee

What is this report about?

- 1 The report provides an introduction and overview of the Annual Progress Report of the Connecting Leeds Transport Strategy (CLTS), Action Plan 1 with respect to the Climate Emergency.
- 2 Transport is the main contributor to carbon emissions in Leeds. The Connecting Leeds Transport Strategy sets the need to:
 - a) Reduce distance travelled.
 - b) Shift to public transport and active modes.
 - c) Decarbonising the vehicle fleet
- 3 The Connecting Leeds Transport Strategy also has a significant part to play in delivering the Inclusive Growth Strategy and the Health & Wellbeing Strategy aims to:
 - a) Deliver an efficient transport system, accessible to all
 - b) Reduce the negative impacts of transport emissions on air quality.
 - c) Have no serious or fatal casualties on our roads (vision Zero).
 - d) Improve health through active travel (walking, wheeling, cycling).
 - e)

Measuring Success of the Connecting Leeds Transport Strategy through our Action Plan.

- 4 We monitor, appraise, and evaluate performance against our targets on a regular basis to ensure the strategy is successful and that changes to our approach can be made if required. Effective monitoring and evaluation will also allow us to better plan and prioritise the use of our resources over the lifetime of the strategy. Monitoring, appraisal, and evaluation are essential to ensuring the policies and proposals of our strategy are to be achieved and to ensure we stay on track.
- 5 The data presented in this report shows progress in certain aspect of the transport strategy where we have made significant interventions such as the city centre and through our travel planning with businesses.
- 6 It is recognised that even by successfully delivering all the infrastructure and policy measures outlined in the Connecting Leeds transport strategy we will still need to do much more if we are to achieve our 2030 net zero carbon target. Development of Action Plan 2 through 2024 will need to focus on accelerating the level of interventions required to meet our Connecting Leeds Transport Strategy targets. The challenge of insufficient funding to deliver the Transport Strategy remains a significant risk.

- 7 Individual monitoring and evaluation reports are produced for completed schemes such that the effectiveness of schemes and the carbon impact can be compared against the original business cases. This information and lessons learnt will allow future schemes to be refined to maximise the benefit to the people of Leeds.

Connecting Leeds Transport Strategy Action Plan 1

Annual Progress Update - 2022 to 2023

- 8 The second CLTS Annual Progress Report was presented to Executive Board in November 2023 and can be found [here](#).

Progress against Key Performance Indicators (KPI's) – 2022 to 2023

- 9 This section provides a summary of our progress during 2022-23 toward the Action Plan KPI targets relating to the key action areas outlined in Action Plan from the last 12 months.
- 10 The following is a summary of the KPI's relevant to carbon and more detailed information can be found in Appendix 1.

Objective 1 - Tackling Climate Change

- 11 Achieving net zero by 2030 by reducing carbon emissions is a key objective in our Transport Strategy. The local authority greenhouse gas emission DfT (Department of Transport) dataset provides estimates of carbon emitted from different transport types. The data shows carbon emissions have increased slightly between 2020 and 2021 but remain 14.7% lower than 2019. Overall air quality in Leeds has remained at similar levels compared to results in 2021. It is also noted that concentrations of Nitrogen Dioxide have not returned to the same levels measured before the COVID-19 pandemic (2019). However, there are some locations, mainly in the city centre that remain above the annual mean air quality objective for Nitrogen Dioxide. More details can access September 2023 Air Quality Annual Status Report [Air quality annual status report executive summary \(leeds.gov.uk\)](#).
- 12 Total vehicle KM travelled has increased between 2021 and 2022 by 7.5% which is a concern however the total is still 6.3% lower than 2019 with cars showing an even greater reduction on 9.1%. This increase in car KM travelled does suggest many people have started to drive again but maybe not as often which could show a change in travel habits and more people working from home. Despite the reduction in total traffic KM travelled the number KM travelled for LGV (vans) have continued to increase by 3.7% since 2021 and is now 5.8% above 2019 figures. There could be several reasons for this however it is possible that LGV are used for both commercial and private purposes and support the home delivery sector which has increased due to the rise of e-commerce and further exacerbated by Covid and people working from home. This recent phenomenon further strengthens the need for an effective WY wide freight policy which incentivises the LGV sector to switch to zero emission vehicles. Adopting new innovative last mile delivery technologies like the Starship robots could replace some of these car trips in local areas and help lower transport emissions.
- 13 Data on the uptake of zero emission vehicles shows a continued rapid increase. The number of publicly available EV charging points increased by 151 from July 2022 to reach 514 in July 2023. The UK government announced further funding in May 2023 through the Local Electric Vehicle Infrastructure (LEVI) fund to support LA's in rolling out new chargepoint sites at pace. The number of electric private vehicles in Leeds is increasing even quicker with the total number of private cars up 79% between 2021/22 and increase from 745 in 2018 to 26,738 in 2022. The rate of growth for LGVs is also starting to increase at 90% in the last recorded year but is still some way behind the car. It is important to remember that although EV will reduce the amount of localised carbon and NOx emissions it will not remove particulates from tyre/brake wear and will continue to require the existing roadspace to operate. There is also a very real danger that the number of cars will increase in the short term whilst the alternative charging network is developed.

Leeds City Council Mode Split Data – Results and Analysis

- 14 Additional resource was provided to the LCC traffic monitoring team to complete the key Leeds City Centre Cordon mode split surveys which was missing from the previous update. Counts were conducted

in 2021, 2022, and 2023. The data sets were analysed with the summary of results used to fulfil Indicators 3d in the Action Plan Update report data section.

- 15 The key findings showed a positive change between 2022 and 2023 for all modes with both active transport (walking / cycling) and public transport increasing and number of car journeys reducing. This was after many of the key infrastructure schemes including the closure of City Square had been completed.
- 16 The actual number of journeys or persons crossing the cordon by each mode shows a significant increase in walking and cycling of 45% and 22.5% and bus and rail increasing by 10.5% and 19.2%. Conversely the figure for car shows a 10.9% drop in journeys passing the cordon between 2022 and 2023 and 23.5% drop since 2019. All non-car transport modes are still below 2019 levels potentially due to several external factors (strikes, driver shortages) and more people working from home. It is also possible the new travel patterns have emerged after the pandemic which means people are not commuting to city centre as much for work or leisure and/or more people living within the cordon itself. Either way the findings do suggest some evidence of modal shift away from car to more sustainable modes.
- 17 Limited bus patronage is available which help demonstrate if some of the car journeys have moved to bus year on year. The available patronage data does show growth from 2021 to 2022 of 33%, however the passenger numbers are still 26% lower than 2019. Unfortunately data for 2023 is not yet available.. Rail passenger data was available this year with indicators showing an approximate 200% rise in from 2021 to 2022 for both the Leeds central and suburban stations. These levels are of course still substantially down on 2019 peak volumes. Rail station footfall year to date 2022 v 2023 is a up 4%, however it is important to recognise the impact of days lost to industrial action as well as the impact of other service disruption (e.g., the challenges faced by Transpennine, reduced service provision, overtime bans etc).
- 18 Data on the number of Leeds adult residents who reported cycling and walking for any purpose highlights a drop in the number of trips between 2021 and 2022 for leisure but an increase in travel purpose trips (including commuting) during the same period. Further analysis is required but this could again reflect a change in travel behaviour possibly connected to working from home practices. It also identifies the need for more targeted health campaigns to promote more physical movement for adults.

Objective 2 - Delivery Inclusive Growth

- 19 Mode share data which was obtained from the 2022 travel to work survey. This data also showed a slight reduction of 2% in car as the main method of travel to work between 2021 and 2022 with bus and rail showing a slight increase of 0.5% and 2.4%. Walking and cycling remaining static in the same period. Again, bus and rail mode share had notably reduced since 2019, down 6.4% and 5.1% which matched the trend in mode split data, but car mode share had steadily decreased since 2018 by 11.5%. This suggests some trips have disappeared completely since the pandemic with the influence of working from home likely to be an increasingly important factor for people travel choices, especially the commute.

Objective 3 - Improving Health and Wellbeing

- 20 Improving physical and mental health by ensuring walking and cycling are the first choice for the shortest journey is a key focus of our transport strategy. Active Lives data shows 24.3% of all adults in Leeds in 2022 are classed as inactive or do less than 30 minutes of exercise per week and this has increased by 1% year on year. Data for 2023 is yet to be released but is likely to tell a similar story.
- 21 The LCC Influencing Travel Behaviour team continues to offer road safety training to school children and adults which are at risk of harm with 14,428 completed in 2022/23. Although the total number of places delivered has fallen from 2022 to 2023 the number receiving pedestrian, scooter and transitional training have all increased as too has the number receiving cycle training with over 13,722 places (all levels) delivered in 2023.

22 Both road safety and cycle training are important activities which support the wider Vision Zero Strategy 2040. The [Leeds Safe Roads Vision Zero 2040 Strategy and Action Plan](#) provides detail of the way in which collisions will be prevented or reduced in severity. Number of killed or seriously injured people in Leeds has sadly increased significantly since 2019 with 7% increase between 2019 and 2022 and 15% between 2021 to 2022 with fatalities 42% and casualties 34%. Our teams are continuing to work with internal and external partners to analyse data and establish key trends and potential solutions. The need for a safer alternative network for all modes is key element of our Strategy. Our focus for many years to come will increasingly be about how we realise our Leeds Vision Zero ambition that by 2040 no one will be killed or suffer serious injuries on Leeds roads.

Key Successes and developments in this review period – 2022 to 2023

23 The table 2 provides a summary of the key action areas which will deliver mode shift and hence carbon reduction.

Theme	Action Areas	Progress Update
Policy	Bus Reform	<ul style="list-style-type: none"> Leeds City Council (LCC) has continued to work with West Yorkshire Combined Authority (WYCA) to deliver a network with more bus priority (dedicated lanes and bus gates) and enhanced signal technology which has improved bus journey time reliability and reduced journey times at locations and on key corridors where works have taken place and will see continuing improvements in the city centre and across Leeds as schemes complete and the benefits are realised. LCC teams continue to engage with the WYCA Bus Policy team and the main bus operators to deliver the BSIP (Bus Service Improvement Plan) and ensure all service decisions remain fair and inclusive for our communities. WYCA is currently consulting on how bus services should be run before a final decision on whether to progress with bus franchising with LCC providing a prominent role in its development.
Policy	Provision of reasonably priced bus fares	<ul style="list-style-type: none"> The 'Mayor's Fares' of £2 single journey and £4.50 Mcard Day Saver has been extended, initially to the end of October but is now expected to continue to the end of 2024. This is seen as a key measure to tackle the 'cost of living crises' and make public transport more affordable.
Policy	Prioritising healthier streets	<ul style="list-style-type: none"> A healthier street philosophy has been further embedded into all scheme development. This provides an evidence-based approach to creating fairer, sustainable, and attractive urban spaces.
Policy	Road Space Reallocation	<ul style="list-style-type: none"> Guidance from the Streetscape Space Allocation Policy is now being actively used to support the development of a number of major transformational schemes across the Leeds district making walking wheeling and cycling the natural choice for short journeys.
Policy	Vision Zero	<ul style="list-style-type: none"> The Leeds Safe Roads Vision Zero 2040 Strategy and Action Plan provides detail of the way in which collisions will be prevented or reduced in severity Alongside the road safety messages we encourage active travel.
		<ul style="list-style-type: none">
Infrastructure	Leeds City Square	<ul style="list-style-type: none"> City Square was closed to general traffic in September 2022 with further improvements delivered in 2023. This scheme delivers a much-improved gateway to the city centre from the railway station, improved local air quality, improve facilities for buses, pedestrians, and cyclists with space for events and supporting local businesses.
Infrastructure	Local Area Rail Improvements	<ul style="list-style-type: none"> Works on Morley Rail Station finished in June 2023 as part of the Trans Pennine upgrade. The White Rose Station construction is now in its final stages with the majority of works due to be completed early in 2024 and be operational in summer 2024. Thorpe Park Station is due to start construction in 2024/25 TBC with all helping to support more sustainable travel choice for local communities and businesses.
		<ul style="list-style-type: none">

Infrastructure	Fink Hill	<ul style="list-style-type: none"> Construction works on the Fink Hill junction improvement scheme started in November 2022 and is set to completed by November 2023. This will provide new safer facilities for pedestrians, cycle users and bus priority measures along with reduced congestion.
Infrastructure	New EV Charging Points	<ul style="list-style-type: none"> LCC and WYCA have continued to support the roll out of new electric vehicle charging infrastructure with 514 charge points recorded in Leeds in July 2023, 265% increase 2019/23 - EV Charge Point Totals .
Mobility & Service	E-bike share schemes	<ul style="list-style-type: none"> The first all e-bike hire scheme in the UK was launched in Leeds in September 2023. E-bikes appeal to a much broader spectrum of people the normal bikes this makes for the e-bike scheme is invaluable in supporting the behaviour change needed to help people make the switch to cycling for some shorter journeys. Initial uptake of the new Leeds City Bikes scheme has been encouraging with more than 1200 users covering 375km and making over 1600 trips in the first week of operation.
Mobility & Service	Zero emission delivery robot trials.	<ul style="list-style-type: none"> Due to the success of the first trial the Starship delivery robots service has since been expanded to a further 12,000 new households in two new Leeds communities. The service now operates in Adel, Tinshill, Kippax and Swarcliffe, with an 85% positive sentiment.
Network Management & Maintenance	Smart signal programme	<ul style="list-style-type: none"> LCC have continued to deliver the smart signal programme and installations of digital monitoring sensors across Leeds helping to create a more efficient road network which will reduce congestion, provide priority for public transport and safety improvements for pedestrians and cycle users.

Table 2 – Summary of key successes

How will success be measured?

- 24 Our targets are ambitious - the level of change required will require everyone to play a role and think about their own travel patterns in the context of the Climate Emergency. The Action Plan is an essential tool in monitoring our progress in the journey towards net zero by 2030.
- 25 By adopting a series of short-term action plans, we can reflect on both feedback on our Connecting Leeds Transport Strategy, the monitoring from the schemes we deliver as well as the city's economic recovery from COVID. Alongside our Key Performance Indicators this will inform future action plans, investment priorities and decision making.

Objective 1 Tackling Climate Change

Indicator 1: Reducing the need for travel and the number of car journeys

Motor Vehicle distance travelled in the district	Target	2018	2019	2020	2021	2022	Change from 2021 to 2022	Change from 2019 to 2022
Estimates of distance travelled by motor vehicles. Figures are Million vehicle kilometres.								
Motor Vehicle Traffic Total	Decrease	6,861	6,988	5,545	6,090	6,546	+7.5%	-6.3%
Motor Vehicle Traffic Total, Excluding Trunk Roads	Decrease	4,253	4,274	3,274	3,657	3,887	+6.3%	-9.1%
Cars and Taxis	Decrease	5,416	5,492	4,171	4,571	4,992	+9.2%	-9.1%
Light Commercial Vehicles	Decrease	979	997	906	1,017	1,055	+3.7%	+5.8%
Heavy Goods Vehicles	Decrease	380	415	412	437	430	-1.6%	+3.6%

Indicator 2: Leeds Carbon Neutral by 2030

Estimated Carbon Emissions from Transport	Target	2017	2018	2019	2020	2021	Change from 2020 to 2021	Change from 2019 to 2021
Estimates of carbon from Transport given for different types. All figures are given in Kilotons (kt) of Carbon Dioxide (Co2) equivalent								
Total Transport	Decrease	1667.6	1640.9	1658.4	1375.9	1414.7	+3%	-14.7%
Road Transport (A roads)	Decrease	437.4	424.0	414.1	327.0	357.1	+9%	-13.8%
Road Transport (Minor roads)	Decrease	501.3	513.7	520.4	439.0	384.6	-12%	-26.1%
Road Transport (Motorways)	Decrease	682.6	657.2	675.3	575.8	637.6	+11%	-5.6%
Diesel Railways	Decrease	21.6	20.5	21.0	16.1	17.5	+9%	-16.7%
Transport 'Other'	Decrease	24.7	25.6	27.5	18.0	17.9	-1%	-14.7%

Indicator 3: Encouraging people to choose active travel and public transport

City Centre Mode Split, as %	Target	2018	2019	2021	2022	2023	Change from 2022 to 2023	Change from 2019 to 2023
These figures give the proportion of each mode, estimated as a percentage of the total persons crossing a city centre cordon in the AM Peak between 0730 to 0930 on an average weekday.								
Walk	Increase	6.6%	6.2%	5.5%	3.6%	5.3%	+1.7 percentage points	-0.9 percentage points
Cycle	Increase	1.6%	1.4%	1.3%	1.2%	1.5%	+0.3 percentage points	+0.1 percentage points
Motorcycle	-	0.4%	0.3%	0.3%	0.3%	0.2%	-0.1 percentage points	-0.1 percentage points
Car	Decrease	52.2%	51.5%	62.3%	62.5%	56.1%	-6.4 percentage points	+4.6 percentage points
Bus	Increase	22.7%	24.6%	20.6%	22.0%	24.5%	+2.5 percentage points	-0.1 percentage points
Rail	Increase	16.4%	16.1%	10.0%	10.4%	12.5%	+2.1 percentage points	-3.6 percentage points

Indicator 3: Encouraging people to choose active travel and public transport

City Centre Mode Split, persons crossing cordon	Target	2018	2019	2021	2022	2023	Change from 2022 to 2023	Change from 2019 to 2023
These figures give the estimated actual numbers of persons per mode of transport, crossing a city centre cordon in the AM Peak between 0730 to 0930 on an average weekday.								
Walk	Increase	7,931	7,552	4,385	3,089	4,486	+45.2%	-40.6%
Cycle	Increase	1,962	1,757	1,046	1,055	1,293	+22.5%	-26.4%
Motorcycle	-	435	363	200	270	190	-29.5%	-56.3%
Car	Decrease	62,319	62,537	49,394	53,697	47,848	-10.9%	-23.5%
Bus	Increase	27,092	29,852	16,303	18,887	20,868	+10.5%	-30.1%
Rail	Increase	19,543	19,284	7,895	8,938	10,655	+19.2%	-45.5%
Total Persons	-	119,281	121,345	79,222	85,935	85,340	-0.7%	-28.5%

Indicator 3: Encouraging people to choose active travel and public transport

Rail Station Usage in Leeds	Target	Apr 2017 to Mar 2018	Apr 2018 to Mar 2019	Apr 2019 to Mar 2020	Apr 2020 to Mar 2021	Apr 2021 to Mar 2022	Change from 2020/21 to 2021/22
-----------------------------	--------	----------------------	----------------------	----------------------	----------------------	----------------------	--------------------------------

All figures given are the number of estimated entries, exits, and interchanges made by passengers, in a given financial year.

Leeds City Station	Increase	31,101,454	30,838,554	31,020,744	5,853,754	19,263,472	+229%
Suburban Stations	Increase	7,242,192	7,132,888	7,207,982	1,443,576	4,249,266	+194%
Leeds District Total	Increase	38,343,646	37,971,442	38,228,726	7,297,330	23,512,738	+222%

Indicator 3: Encouraging people to choose active travel and public transport

Leeds residents cycling	Target	2018	2019	2020	2021	2022	Change from 2021 to 2022
-------------------------	--------	------	------	------	------	------	--------------------------

These figures are the percentage of Leeds Adult Residents who report cycling for any purpose, or for leisure e.g. - for enjoyment or fitness, or for travel e.g. - to get from A-B. These statistics cover a period of mid-November to mid-November. So, data in the column labelled 2022 covers mid-November 2021 to mid-November 2022.

adults cycling at least once per month, for any purpose.	Increase	13.57%	14.60%	12.11%	9.64%	9.62%	-0.02 percentage points
adults cycling at least once per week, for any purpose.	Increase	10.29%	10.35%	8.76%	5.98%	6.03%	+0.05 percentage points
adults cycling at least once per month, for leisure purposes.	Increase	11.12%	11.96%	10.68%	8.03%	6.84%	-1.18 percentage points
adults cycling at least once per week, for leisure purposes.	Increase	7.23%	6.31%	6.36%	3.98%	3.50%	-0.48 percentage points
adults cycling at least once per month, for travel purposes.	Increase	5.92%	7.01%	4.61%	3.86%	4.89%	+1.04 percentage points
adults cycling at least once per week, for travel purposes.	Increase	5.21%	5.94%	3.41%	2.95%	3.29%	+0.34 percentage points

Indicator 3: Encouraging people to choose active travel and public transport

Leeds residents walking	Target	2018	2019	2020	2021	2022	Change from 2021 to 2022
These figures are the percentage of Leeds Adult Residents who report walking for any purpose, or for leisure e.g. - for enjoyment or fitness, or for travel e.g. - to get from A-B. These statistics cover a period of mid-November to mid-November. So, data in the column labelled 2022 covers mid-November 2021 to mid-November 2022.							
adults walking at least once per month, for any purpose.	Increase	79.91%	81.99%	74.77%	78.87%	76.35%	-2.52 percentage points
adults walking at least once per week, for any purpose.	Increase	71.63%	74.07%	66.99%	71.07%	67.03%	-4.04 percentage points
adults walking at least once per month, for leisure purposes.	Increase	61.84%	63.23%	64.59%	71.51%	65.76%	-5.76 percentage points
adults walking at least once per week, for leisure purposes.	Increase	47.00%	48.71%	53.12%	59.71%	52.81%	-6.89 percentage points
adults walking at least once per month, for travel purposes.	Increase	55.24%	56.45%	40.09%	37.45%	43.00%	+5.55 percentage points
adults walking at least once per week, for travel purposes.	Increase	48.15%	48.16%	34.57%	31.26%	34.89%	+3.62 percentage points

Indicator 4: Encouraging and leading the uptake of zero emissions vehicles.

Number of Electric vehicles in Leeds	Target	2018 Q4	2019 Q4	2020 Q4	2021 Q4	2022 Q4	Change from 2021 to 2022	Change from 2018 to 2022
Battery electric vehicles registered to a keeper in Leeds by type of owner.								
Cars, Company	Increase	332	1,385	6,138	13,417	24,337	81%	7230%
Cars, Private	Increase	413	542	834	1,536	2,401	56%	481%
Cars, Total	Increase	745	1,927	6,972	14,953	26,738	79%	3489%
Light goods vehicles, Company	Increase	145	341	421	527	1,042	98%	619%
Light goods vehicles, Private	Increase	10	12	10	15	20	33%	100%
Light goods vehicles, Total	Increase	155	353	431	542	1,062	96%	585%
Motorcycles, Company	Increase	0	0	1	2	5	150%	N/A
Motorcycles, Private	Increase	8	19	20	46	72	57%	800%
Motorcycles, Total	Increase	8	19	21	48	77	60%	863%

Indicator 4: Encouraging and leading the uptake of zero emissions vehicles

Publicly available electric vehicle charging devices	Target	Oct-19	July-20	July-21	July-22	July-23	Change from 22 to 23	Change from Oct 19 to July 23
Number of electric charge points of any type and speed that are publicly available.								
Total Charging Devices	Increase	141	195	227	363	514	+42%	+265%
per 100,000 population	Increase	17.9	24.6	28.4	45.4	63.5	+40%	+256%

Indicator 4: Encouraging and leading the uptake of zero emissions vehicles

Number of Electric Buses Operational in Leeds	Target	2021	2022	2023	Change from 23 to 22
Data on the Electric Fleet size of buses operating in Leeds (standard services and Park & Ride)					
Number of vehicles	Increase	9	21	14	-7

Indicator 4: Encouraging and leading the uptake of zero emissions vehicles

Number of Electric vehicles in the LCC fleet that are zero emissions.	Target	2021	2022	2023	Change from 2022 to 2023
Data on the Leeds City Council fleet of vans and associated vehicles.					
Number of vehicles	Increase	330	384	384	N/A

Objective 2 - Delivering Inclusive growth.

Indicator 5: Support individuals to access more employment opportunities through a comprehensive transport network.

Travel to work survey (Mode Share)	Target	2018	2019	2020	2021	2022	Change from 2021 to 2022
Survey conducted of employees at companies across Leeds, giving their reported methods of travel to work.							
Car Single Occupant	Decrease	44.8%	43%	36.02%	39.3%	37.2%	-2.1 percentage points
Car Share Driver	Decrease	5.3%	5.70%	4.42%	3.8%	3.9%	+0.1 percentage points
Car Share Passenger	Decrease	4.9%	4.90%	2.48%	2.6%	2.5%	-0.1 percentage points
Car (Total)	Decrease	55.1%	53.6%	42.9%	45.7%	43.6%	-2.1 percentage points
Motorcycle	-	0.5%	0.50%	0.19%	0.2%	0.3%	0.0 percentage points
Bus	Increase	14.2%	16.30%	6.41%	9.4%	9.9%	+0.5 percentage points
Rail	Increase	14.6%	14.90%	5.10%	7.4%	9.8%	+2.4 percentage points
Bicycle	Increase	3.5%	3.80%	2.38%	3.2%	3.2%	0.0 percentage points
Foot	Increase	10.8%	9.40%	6.39%	6.1%	5.9%	-0.2 percentage points
Other (includes home working)	-	1.3%	1.50%	36.60%	25.4%	27.3%	+1.9 percentage points

Indicator 8: Lower the cost of mobility, ensuring transport is affordable and accessible for everyone

Cost of mobility	Target	2018/19	2019/20	2020/21	2021/22	2022/23	Change from 21/22 to 22/23
The tracker survey conducted yearly by WYCA measures the public perception of the affordability of transport. Satisfaction is ranked from 1 to 10, with a higher score indicating greater satisfaction.							
Affordability of Public Transport	Increase	6.2	5.3	6.0	5.8	6.5	+13%
Affordability of Motoring	Increase	6.2	5.5	5.6	5.8	5.2	-12%

Indicator 8: Lower the cost of mobility, ensuring transport is affordable and accessible for everyone

Number of people supported into work	Target	2019	2020	2021	2022	2023	Change from 21/22 to 22/23
From our Employment and skills team							
Total Number of People	Increase	-	-	-	3473	2999	-474

Objective 3 - Improving health and wellbeing.

Indicator 9: Ensure walking and cycling are the first choice for the shortest journeys improving physical and mental health.

Leeds residents rate of inactivity	Target	Nov 2017-18	Nov 2018-19	Nov 2019-20	Nov 2020-21	Nov 2021-22	Change from 20/21 to 21/22
This measure is a percentage of adults 19+ who report that they are not doing at least 30 minutes of exercise a week. Activities include walking and cycling to get from a to b, as well as sport and fitness activities and pursuits.							
Inactive: less than 30 minutes a week	Decrease	22.7%	20.9%	25.6%	23.3%	24.3%	+1 percentage point

Indicator 11: Help make Leeds the best city to grow old in and a child friendly city through making streets accessible to all

Road Safety Training	Target	Nov 2018-19	Nov 2019-20	Nov 2020-21	Nov 2021-22	Nov 2022-23	Change from 21/22 to 22/23
The Influencing Travel Behaviour (ITB) Team continues to offer road safety education, training and engagement to those road users who are at most risk of harm including school children.							
Total Places Delivered	Increase	N/A	N/A	N/A	14,906	14,428	-478
Total undertaken Pedestrian Training	Increase	N/A	N/A	N/A	2,935	4,500	+1,565
Scooter Training	Increase	N/A	N/A	N/A	2,287	2,500	+213
Transitional Training	Increase	N/A	N/A	N/A	384	487	+103

Indicator 11: Help make Leeds the best city to grow old in and a child friendly city through making streets accessible to all

Bikeability	Target	2017/18	2018/19	2019/20	2021/22	2022/23	Change from 2021/22 to 2022/23
Bikeability is a national program for teaching schoolchildren to learn to ride bikes. This is at different levels, e.g., if needed than simply how to ride, and at higher levels how to safely ride on public roads.							
Total places delivered.	Increase	9,263	11,320	11,718	11,662	13,722	+18%
Total places delivered L1.	Increase	92	120	200	578	1,200	+108%
Total places delivered L1&2 combined.	Increase	3,807	6,976	7,078	7,803	8,254	+6%
Total places delivered L2 (standalone)	Increase	2,245	0	0	0	0	N/A
Total places delivered L3.	Increase	523	635	600	351	582	+66%
Total places delivered Balance.	Increase	933	1,387	1,843	1,810	2,060	+14%
Total places delivered Learn to Ride	Increase	681	1,083	1,500	1,120	1,619	+45%
Percent of children up to year 6 offered level 2 training.	Increase	66%	73%	72%	77%	79%	+2

Indicator 12: Eliminate Road deaths and serious injuries by adopting a Vision Zero approach to road collisions

Number of killed or seriously injured people in Leeds.	Target	2017	2018	2019	2020	2021	2022	Change from 2019 to 2022	Change from 2021 to 2022
Collision Dataset from West Yorkshire Police Stats 19 data with detailed analysis and checking by the LCC collision studies team undertaken.									
Casualties killed or seriously injured	Decrease	448	454	467	311	414	556	+19%	+34%
Fatalities	Decrease	15	26	22	11	19	27	+23%	+42%
Casualties seriously injured	Decrease	433	428	445	300	395	529	+19%	+34%
All casualties	Decrease	2203	1994	1905	1243	1773	2044	+7%	+15%

Data Sources

Objective 1 Tackling Climate Change

Indicator	Dataset source link (if available)	Source Organisation	Specific datasets used	Comments
KPI 1: Reducing the need for travel and the number of car journeys.	https://www.gov.uk/government/statistical-data-sets/road-traffic-statistics-tra	Department for Transport (DfT)	TRA8904, TRA8905, TRA8906	
KPI 2: Leeds Carbon Neutral by 2030	https://www.data.gov.uk/dataset/723c243d-2f1a-4d27-8b61-cdb93e5b10ff/uk-greenhouse-gas-emissions-local-authority-and-regional	Department for Transport (DfT)	Local Authority greenhouse gas emissions dataset	
KPI 3: Encouraging people to choose active travel and public transport	https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage	Office of Rail and Road (ORR)	table-1415-time-series-of-passenger-entries-and-exits-and-interchanges-by-station	
KPI 3: Encouraging people to choose active travel and public transport.	https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage	Office of Rail and Road (ORR)		
KPI 3: Encouraging people to choose active travel and public transport.	https://www.gov.uk/government/statistical-data-sets/walking-and-cycling-statistics-cw	Department for Transport (DfT)	CW0307	
KPI 4: Encouraging and leading the uptake of zero emissions vehicles	https://www.gov.uk/government/collections/electric-vehicle-charging-infrastructure-statistics	Department for Transport (DfT)	Electric vehicle charging device statistics	
KPI 4: Encouraging and leading the uptake of zero emissions vehicles.	https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables	Department for Transport (DfT)	VEH0142	
KPI 4: Encouraging and leading the uptake of zero emissions vehicles.	Internal LCC - Sustainability Team	LCC		

Objective 2 Delivering Inclusive growth.

KPI	Dataset source link (if available)	Source Organisation	Specific datasets used	Comments
KPI 5: Support individuals to access more employment opportunities through a comprehensive transport network.		Internal LCC - Influencing Travel Behaviour Team		
KPI6: Develop and regenerate places through continued investment in transport infrastructure.				Data not available
KPI 8: Lower the cost of mobility, ensuring transport is affordable and accessible for everyone	https://www.westyorks-ca.gov.uk/improving-transport/transport-projects/west-yorkshire-public-perceptions-of-transport-survey/	WYCA		

KPI 8: Lower the cost of mobility, ensuring transport is affordable and accessible for everyone.	LCC Employment and Skills	LCC		
--	---	-----	--	--

Objective 3 Improving health and wellbeing.

KPI	Dataset source link (if available)	Source Organisation	Specific datasets used	Comments
KPI9: Ensure walking and cycling are the first choice for the shortest journeys improving physical and mental health.	https://activelives.sportengland.org/Home/AdultData	Sport England	https://activelives.sportengland.org/Result?queryId=9696	
KPI 10: Reduce the negative effects of transport on our local communities, improving air quality and reducing CO2 emissions.				Data not available
KPI 11: Help make Leeds the best city to grow old in and a child friendly city through making streets accessible to all.	Internal LCC - Influencing Travel Behaviour Team			
KPI 11: Help make Leeds the best city to grow old in and a child friendly city through making streets accessible to all.	https://www.bikeability.org.uk/about/funding-and-delivery/	The Bikeability Trust	LHA Delivery Statistics 2006-2023	
KPI 12: Eliminate Road deaths and serious injuries by adopting a Vision Zero approach to road collisions	https://www.leeds.gov.uk/plans-and-strategies/vision-zero-2040-strategy	LCC		

This page is intentionally left blank