

Connecting Leeds
TRANSFORMING TRAVEL



Connecting Leeds **Transport Strategy**

Action Plan to 2024

Annual Progress Update 2 (October 2023)

Introduction

The Connecting Leeds Transport Action Plan 1 outlines our primary activities over the period 2021-2024. The plan supports the delivery of the Connecting Leeds Transport Strategy which sets out our long-term vision, objectives and six big moves. This Action Plan focuses on the details, the policy development, and the pipeline of scheme we aim to bring forward, develop and deliver by 2024. This includes both major schemes unlocking development and transforming our city centre as well as those smaller but crucial local transport schemes that can have a major positive impact on local communities.

This report outlines the annual progress made on the Connecting Leeds, Transport Strategy Action Plan focusing on the period from October 2022 to October 2023. Section 1 of the report provides an update against each of the four themes as summarised below:

THEME 1	THEME 2	THEME 3	THEME 4
Policy Development Measures to encourage behaviour change	Infrastructure delivery New Infrastructure to support our 6 big moves	Mobility and service Provision of services and mobility solutions, road user training and campaigns	Network management and maintenance Ensuring our networks are maintained and managed to support our 6 big moves

Section 2 of the report is structured around the 3 key objectives of:

- **Tackling Climate Change**
- **Delivering Inclusive Growth**
- **Improving Health and Wellbeing**

and highlights progress on each of the Key Performance Indicators (KPIs) the most recent year on year comparison and in selected cases a comparison to pre-pandemic results.

Section 1: Annual Progress Update - 2022 to 2023

Progress against the CLTS Action Plan 1 Table of Measures

Action Plan 1 contains a table of measures aligned to deliver the 'six big moves' and divided into the 4 themes of (Policy, Infrastructure Delivery, Mobility & Service, Network Management & Maintenance).

Each measure was first evaluated to understand whether it would be delivered before the end of the current Action Plan period (2024). The infrastructure measures which will not be complete by 2024 and several new schemes were then re-evaluated against Action Plan 2 and Action Plan 3 deadlines of 2027 and 2030. An update on the completion success rate is presented in Table 1.

Measure Timescale	Action Plan 1 by 2024 -Completion success rate	Action Plan 2 by 2027 -Completion success rate	Action Plan 3 by 2030 - Completion success rate
Completed within proposed timescale	44.44%	71.43%	79.37%
On schedule to complete within proposed timescale	31.75%	22.22%	15.87%
Unlikely to complete within proposed timescale	23.81%	6.35%	4.76%

Table 1 – Percentage of original and additional measures due to be completed within each Action Plan period.

It is hoped that the measures considered unlikely to complete by 2024, could be funded via current or future tranches of CRSTS funding (City Region Sustainable Transport Settlement), or other central funding opportunities including Levelling Up Fund (LUF) and Active Travel Fund (ATF). This may allow delivery timelines of affected schemes to be reconfigured to go beyond the current Action Plan period but enable delivery before Action Plan 3 expires in 2030.

Other factors including changes to guidance standards, local/central policy review, development of new more effective technologies or safety concerns could also result in some of the measure not being delivered. A detailed review of the outstanding measure will be conducted at the end of the Action Plan 1 phase to re-evaluate the completion success rates before proceeding to the next phase.

Progress by theme

THEME 1

Policy Development

Measure to encourage behaviour change

Bus Reform

- 8 Leeds City Council have continued to work with West Yorkshire Combined Authority (WYCA) on Bus Reform and Network improvements. This collaborative approach has been successful in helping to deliver a network with more bus priority and enhanced signal technology which has improved bus journey time reliability and reduced journey times across parts of Leeds.
- 9 The West Yorkshire Combined Authority are currently consulting on how bus services should be run. The consultation is planned to run from October 2023 to January 2024 with a final decision on whether to progress with bus franchising due in spring 2024.
- 10 Bus reform is seen as a key factor in supporting the Councils' inclusive growth, equality, creating better connectivity in areas of economic deprivation, and supporting decarbonisation of the network. This will directly support the council's Climate Emergency Declaration and Connecting Leeds Transport Strategy objectives. A more reliable, affordable, and safer bus network is crucial for Leeds to create a viable transport alternative to the car help us to increase bus patronage by 130% and achieve our mode split objective of 19% for bus by 2030.
- 11 The Mayors Fares of £2 for a single journey and £4.50 for a Mcard Day Saver were introduced in September 2022, as a key measure to tackle the 'cost of living crises' and make public transport more affordable. Initial results have showed an uplift in patronage by 10% in the first 3 months with further analysis expected. An Independent survey conducted by Transport Focus suggest strong support for this measure especially for those people without a car [Awareness and effect of £2 bus fare initiative](#).
- 12 The Aireline 60 service between Leeds and Keighley received targeted funding through the Bus Service Improvement Plan (BSIP) in September 2023 to enhance the offer to passengers, creating a higher frequency on this key intercity route now serving more communities in West Leeds.
- 13 LCC own mode split data does indicate bus use within the city centre has returned to near pre-Covid levels which is encouraging although many other orbital services have witnessed a drop in users. LCC are working closely with WYCA and the operators to ensure a more detailed selection criteria are used to ensure any future service reductions remain fair and inclusive for all residents across Leeds.

Road Space Reallocation Policy (Streetscape)

- 14 The Streetscape Space Allocation Policy was developed and adopted in 2022 (prior to this action plan period). Guidance from this policy is now being actively used to support the development of several major transformational schemes across the Leeds district so the impact will be felt across the planned period.

Freight Policy

- 15 A regional wide freight strategy is being developed by WYCA as part the LTP4 work which seeks to align with all the separate district policies, regional, sub-national and national strategies. Our Connecting Leeds Transport Strategy outlines the importance of freight in the decarbonising transport in Leeds.
- 16 Current DfT data show that van miles have increased by 70% in the last two decades which is opposite to all other transport modes. Freight plays a crucial role in Leeds's economy, so we LCC need to develop policies which encourage the switch to zero emission vehicles and active modes.

- 17 Currently, most freight is transported via road, but we also need to encourage a shift towards other sustainable modes of transportation, like rail and inland waterways. Leeds Council wants to see better use of existing infrastructure, such as canals and rivers, which offer significant environmental benefits.
- 18 Several initial measures have been identified which would promote sustainable freight transport across Leeds which align with our Connecting Leeds Transport Strategy objectives:
 - a) Leeds can establish urban consolidation centres to reduce the number of vehicles in the city centre.
 - b) Encourage the use of e-cargo bikes instead of vans for e-cargo transportation. Help create or promote tools that can optimise delivery routes and schedules.
 - c) Encourage the adoption of electric vehicles for delivering local freight in Leeds. This approach can also have a beneficial effect on the transportation of goods in the wider region.

Vision Zero Action Plan

- 19 In October 2021, Leeds City Council adopted the Connecting Leeds Transport Strategy. It signalled a step change in our approach to travel and road danger and set a bold ambition that by 2040 no one will be killed or suffer serious injuries on roads in Leeds.
- 20 The casualty figures for 2022 are extremely concerning for Leeds and this pattern is also seen across West Yorkshire. Every fatality and serious casualty is one too many and has a devastating effect on the people involved, their families and friends, passers-by and the emergency services as well as impacting on local communities and the feeling of whether their community is safe.
- 21 Driver behaviour has taken a turn for the worse since the end of the pandemic and the Leeds Safe Roads Partnership and West Yorkshire Vision Zero groups are working in new ways to spread messages to road users, but especially to motorists, about the fatal five: speeding; drink and drug driving; distraction (including mobile phone use at the wheel); not wearing seatbelts and careless driving (including failure to look). The Leeds Vision Zero Strategy aims to have nobody killed or suffer serious injury on Leeds roads by 2040 and the Partnership is working to implement a safe system approach to achieve this aim. In addition, messages relating to the updated Highway Code including “those in charge of vehicles that can cause the greatest harm in the event of a collision bear the greatest responsibility to take care and reduce the danger they pose to others” and new rules are being promoted.
- 22 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. Vision Zero requires delivery by all partners and users of our roads to help protect those most at risk from collisions on our roads. We all have a part to play to make and keep the roads in Leeds safe for everyone. Please look out for others on our roads and “travel like you know them.”

Local Plan 1 Update and Leeds Local Plan 2040

- 23 Following consultation closing in December 2022 on our draft policies for the Local Plan Update 1, Council officers have reviewed all public consultation comments and are proposing to make a series of amendments to the Plan which will improve its effectiveness in delivering new and updated policies that helps the Council achieve its net zero ambitions. These changes are due to be consulted on this Autumn 2023 for a further 6 weeks before submission of the Plan to the Secretary of State in 2024.
- 24 We are currently reviewing comments on site suggestions put to the Council as part of the consultation on the Local Plan 2040 and call for sites exercise that took place during the first half of 2023. As part of this, Council officers are updating our evidence base, developing site assessment methodologies, and reviewing policy options.
- 25 It is expected that the next round of public consultation on an ‘Issues and Options’ draft will begin in Summer 2024 and will allow the public and other stakeholders to comment on draft sites and policies to meet needs for housing, employment, minerals and waste, retail and town centres, amongst many other

key issues for Leeds, all of which have a key relationship with how people move around the city and most align with our Transport Strategy Action Plan objectives.

Local Area Transport Plans (LATP).

- 26 Recent feedback recognises the success of schemes supporting and progressing the big move 'transform the city centre' but have noted the need for more action in district neighbourhoods to support local transport needs.
- 27 In response LCC Transport Strategy/Policy have started working on the development of a new initiative of Local Area Transport Plans (LATP). The Proposed LATPs will be simple 'informal' documents that set out key ambitions for mobility and transport investment in local neighbourhoods. The documents will reflect the city ambitions and align with the Big Moves priorities in the Connecting Leeds Transport Strategy.
- 28 Initially scoping and development will focus on three Committee Areas of Leeds including Inner West, Inner Northeast, and Outer East. Consultation and engagement with members, supported by Connecting Leeds is due to commence in the Inner West in October 2023. It is intended to develop plans for all 10 Committee Areas of Leeds over the next 2 years.

Leeds Council Climate Emergency Task Group

- 29 LCC are continuing to lead the way on climate action with the establishment of a climate emergency focussed governance structure in Highways & Transportation (H&T). This independent task group is made up of representatives at all levels from across the service. In 2022 Leeds City Council was recognised as one of 122 city authorities across the world leading the way on climate action. H&T has recently produced a Climate Action Plan for the service, and this will provide additional structure and focus on several key areas and actions, work continues alongside this on adaptation & resilience. In early 2024 the council will assess itself against the actions identified by the Yorkshire and Humberside Climate Commission.
- 30 Work continues with carbon reduction measures, carbon calculators and innovations around materials and design standards, some good examples include recycling of materials, warm lay techniques for highway surfacing works, LED conversion programmes for both street lighting and traffic signals and procurement and contract clauses and reporting. Our Flood Alleviation Team continue to adopt numerous carbon reduction work practices including source more local products and adopting innovative technologies such as 3D printed concrete planters. This process also reduces the number of vehicle trips required to supply and deliver such schemes.

THEME 2

Infrastructure delivery

New Infrastructure to support our 6 big moves

Mass Transit

- 31 The Mass Transit Vision 2040 was produced alongside the Connectivity Infrastructure Plan. WYCA and LCC have already committed significant resource to the development of the vision and concept of how Mass Transit will deliver for West Yorkshire with further consultation planned for early 2024.
- 32 An additional £2.5 billion for Leeds and West Yorkshire has been promised by central government to fund in full the mass transit system in Leeds and West Yorkshire. This is expected to be addition to the City Region Sustainable Transport Settlement (CRSTS 2) and CRSTS 3 Funding Tranches. Details of how this will look for Leeds and the wider region is yet to be disclosed however such a cash injection is likely to be a 'game changer' for our cities ambition and net zero carbon goals.

Park and Ride

- 33 Current usage across all three Park and Ride facilities at Stourton, Temple Green and Elland Road is still slightly lower than forecast however recent timetable amendments have supported morning peak commuter volumes. Analysis is ongoing to establish how P&R is affecting the number of vehicles entering the city centre cordon.
- 34 We are continuing to work with WYCA, other districts and key stakeholders to further develop our park and ride strategy for West Yorkshire.

City Centre Cycle Improvements

- 35 Great progress has been made in Leeds with several cycle schemes in development or recently completed in our City Centre (see summary table 2 below), connecting the gaps within the existing cycle network. Consultation on the Leeds City Links went live as on 09/10/2023, [Have Your Say Today - Leeds City Links - Commonplace](#) which subject to the results of the consultation will extend the network and enhance the look and feel of key locations in the city centre allowing space to be repurposed for other activities.

Cycle Schemes	Location	Works Commence	Works Completed
Western Gateway	Kirkstall Road to Wellington Street	Nov 2022	July 2023
Southern Gateway	Neville Street and Bishopgate Street	Jan 2023	March 2024
Dewsbury Road Extension	Dewsbury Road	Jan 2023	Autumn 2023
Crown Point Bridge Gateway	Black Bull Street and Crown Point Road	Nov 2022	Winter 2023
Holbeck Gateway	Whitehall Road to Holbeck (Scheme Development stage)	March 2024	March 2025
Leeds City Links	Great George Street, Merrion Street, and the Calls (Scheme development stage)	August 2024	Summer 2025

Table 2 – Cycle Schemes

Improvements in Rail Service Provision

- 36 Work progressing on the Leeds Station Sustainable Travel Gateway scheme with the final closure of New Station Street to traffic in May 2023. Scheme still on programme to be completed in Autumn 2025.
- 37 Tram/Train Assessment was conducted by Network Rail for LCC to understand if Mass Transit services could be incorporated with regular rail services to help reduce capacity issues through Leeds Station and improve efficiency. Details of the work will be presented in a separate report to board.
- 38 TransPennine Route Upgrade (TRU) is progressing on programme including Morley Station which went operational in June 2023. There has been some progress between Network Rail and LCC regarding our response to proposals included in the TWAO (Transport and Works Act 1992 Order) for the section between Leeds Station and Micklefield with discussions ongoing.
- 39 The government recently published the Network North document which outlined the long-term plan for transforming transport. The document confirmed the cancellation of the eastern leg of HS2 between Birmingham to Manchester and detailed how £36 billion of funding would be used across the north with a significant focus on supporting existing and new rail improvements. Further information from the Department for Transport (DfT) is expected in the coming months however this is likely to have a significant impact on rail services through Leeds.

Local Rail Stations Improvements

- 40 Three new local rail stations are planned across Leeds to increase the opportunity for residents to access the rail network rail both for journeys in Leeds and the rest of the UK. Each rail station is part of a wider transport strategy to create more sustainable travel choices for people living and those visiting Leeds which will help reduce reliance on the private car for some or all their journeys (see table 3 below).
- 41 All three stations adjacent to existing to planned employment, retail and commercial centres so provide economic opportunities for local people and people commuting from across West Yorkshire and beyond which reflects our Inclusive Growth Strategy.

Name	Scheme Details	Funding & Cost	Completion Date
White Rose Station	<ul style="list-style-type: none"> New rail station on the Trans Pennine Line Direct links to White Rose Office Park, White Rose Shopping Centre, and Elliott Hudson College. Support sustainable travel opportunities in South Leeds. Provide 80 cycle parking spaces. No additional car parking spaces - 'pick up and drop off' only. Links with A6110 and M2D2L schemes 	<ul style="list-style-type: none"> Transforming Cities Fund Leeds Public Transport Investment Programme New Stations Fund £26.5 million Trans Pennine Upgrade 	<ul style="list-style-type: none"> Delivery stage Works End 2023 Open Spring 2024
Thorpe Park Station	<ul style="list-style-type: none"> New rail station on the Trans Pennine Line Contained within Thorpe Park Development and adjacent to East Leeds Orbital Route. Help to reduce congestion and improve sustainable travel choices for East Leeds. Plans to operate as a Rail and Ride facility. 	<ul style="list-style-type: none"> West Yorkshire Plus Transport Fund New Stations Fund Trans Pennine Upgrade 	<ul style="list-style-type: none"> Full Business Case to submitted by Summer 2024. Deliver phase expected to start in 2024
LBA Parkway Station	<ul style="list-style-type: none"> New Parkway Station on the Harrogate Line with park and ride facility Will provide an interchange to serve Leeds Bradford Airport and the proposed employment hub adjacent to the airport. Up to 350 parking spaces planned. 	<ul style="list-style-type: none"> Leeds Public Transport Investment Programme West Yorkshire Plus Transport Fund 	<ul style="list-style-type: none"> At Full Business Case stage due to be submitted in 2024

Table 3 – Local New Rail Stations

City Centre Package of Works

- 42 Progress of planned city centre works is summarised in the table 4 below. These include the permanent closure of City Square from September 2022 (briefly mentioned in the previous update), and introduction of 24-hour bus gates on East Parade and King Street to help encourage people to access the city centre via more sustainable modes.
- 43 Other key works adjacent to Leeds Rail Station on Bishopsgate/Neville Street and New Station are progress on programme to deliver a sustainable transport gateway by 2025.

Works Detail	Works Location	Works Commence	Planned Works Completion Date
City Square closure <ul style="list-style-type: none"> Works began in September 2022. Original completion date of February 2023 however since revised to November 2023, owing to key stakeholder redesigns, value engineering and unchartered utility apparatus. 	City Square and adjoining roads	Autumn/Winter 2022	Autumn 2023
Thirsk Row / Wellington Street / King Street <ul style="list-style-type: none"> King Street and Thirst Row made 2-way. New southbound 24-hour bus gate King Street limiting access to buses, emergency vehicles, bikes, and Hackney carriages. 	City Square and adjoining roads	January 2023	Autumn 2023
East Parade Bus Gate <ul style="list-style-type: none"> New 24-hour bus gate was introduced on East Parade on 19th June limiting access to buses, emergency vehicles, bikes, and Hackney carriages. 	East Parade	Winer 2023	Summer 2023
Leeds Rail Station Sustainable Gateway <ul style="list-style-type: none"> Closure of New Station Street for pedestrians and most vehicles in May 2023 with taxi ranks moved to Princes Square (off-Aire Street) 	New Station Street and adjoining roads	Spring 2022	Autumn 2025
Bishopsgate Street and Neville Street Lane closures <ul style="list-style-type: none"> Lane closure on Bishopsgate and Neville Street were implemented on 23rd May 2022 	Bishopsgate Street and Neville Street	May 2022	Summer 2025
District Heating Installation <ul style="list-style-type: none"> Westgate, Leeds Pipes heat network will be installing the next phase of underground heating pipes on Westgate with connections into the existing network on Oxford Place. 	West Gate and Oxford Place	Jan 2024	March 2024

Table 4 – City Centre Scheme Status

ELOR (East Leeds Orbital Route)

- 44 The East Leeds Orbital Route was opened in 2022 and has won several awards including receiving a "gold standard" designed equestrian route for which The British Horse Society have commended. The bridleway stretches the full length of the ELOR spanning 7km.
- 45 This new road section now includes segregated pedestrian and cycling facilities, implementation of the 'Green Streets' initiatives which aims to improve environmental elements including air quality, flooding, wildlife habitats and community corridors.
- 46 Early development on the ELOR A6120 downgrade corridor scheme has started with proposals to develop the 'old ring road corridor' to better serve the adjacent communities.

Summary of remaining key infrastructure measures.

47 Table 5 shows details of existing schemes included in the list of measure outline in the original Transport Strategy Action Plan which have benefitted for additional funding in since 2022.

48 All these highway schemes will improve the network but also provide better facilities for public transport, wheeling and walking in location previously dominated by the private car, with many also experiencing significant congestion and network delay.

Name	Scheme Details	Funding & Cost	Completion Date
Fink Hill Corridor	<ul style="list-style-type: none"> Reduce the speed limit to 50mph. Segregated cycle facilities Junction and signal improvements Pedestrian Crossing improvements 	<ul style="list-style-type: none"> West Yorkshire Plus Transport Fund West Leeds Levelling Up Fund 	<ul style="list-style-type: none"> Autumn 2023
Dynley Arms Junction	<ul style="list-style-type: none"> Bus Priority / Journey Time reliability Junction and signal improvements 	<ul style="list-style-type: none"> West Yorkshire Plus Transport Fund West Leeds Levelling Up Fund 	<ul style="list-style-type: none"> Summer 2023
Dawsons Corner	<ul style="list-style-type: none"> Reduce the speed limit to 50mph. Segregated cycle facilities Major junction and signal improvements 	<ul style="list-style-type: none"> West Yorkshire Plus Transport Fund MRN Fund Leeds Public Transport Investment Programme 	<ul style="list-style-type: none"> Spring 2026
Connecting West Leeds	<ul style="list-style-type: none"> Reduce the speed limit to 50mph. Segregated cycle facilities New cycle bridge Junction and signal improvements 	<ul style="list-style-type: none"> West Leeds Levelling Up Fund Leeds Public Transport Investment Programme 	<ul style="list-style-type: none"> Summer 2024

Table 5 – Status of key existing scheme

Electric Vehicle Charging Infrastructure.

49 LCC have continued to assist with/promote the installation of more plug-in vehicle charge points at various new locations across Leeds, residential sites, supermarkets, non-residential car parks, leisure centres. We are also installing charge points at many council-run car parks including Park & Ride sites.

50 Both LCC and WYCA are engaging with numerous external stakeholders include the Energy Saving Trust and Gridserve to promote the rapid growth of new infrastructure needed.

51 The UK government announce further funding through the Local Electric vehicle infrastructure (LEVI) fund to support local authorities in England to work with EV chargepoint industry, to improve the roll out and commercialisation of local charging infrastructure. WYCA were awarded funding in Feb 23 and March 2023 to support development of the chargepoint network. It is proposed to work with up to 4 separate providers to deliver an anticipated 500-1000 chargepoints. The site selection process is ongoing with locations expected to be confirmed by the end of 2023.

E-Bike Share Service – Leeds City Bikes

- 52 The first phase of a citywide e-bike hire service was launched on 23rd Sept 2023. The service provides a cost effective and low carbon active travel choice in the city. It has been made possible by funding secured by Leeds City Council from the Transforming Cities - Carbon Mitigation - Fund. The first phase covers the city centre and key travel routes to Headingley where demand is likely to be highest. The decision was taken to have all e-bikes as this would foster uptake from more people regardless of ability or fitness.
- 53 An estimated 200 e-bikes will be available initially, from conveniently located docking stations around the city. If successful, the bike allocation is planned to increase to 600 in the first 6 months of the service. Initial uptake of the scheme has been extremely positive with more than 1200 users covering 375km and making over 1600 trips in the first week of operation with a total of 2649 journeys covering 7938km in the first calendar month (15th to 30th September).
- 54 Leeds City Bikes is supporting LCC to deliver the Connecting Leeds Transport Strategy, to help make Leeds a city where you do not need a car. E-bikes can appeal to a much broader spectrum of people than normal bikes this makes the e-bike scheme invaluable in supporting the behaviour change needed to help people make the switch to cycling for some shorter journeys. [Leeds City Bikes supported by Beryl](#)
- 55 LCC and WYCA have a data sharing agreement in place with Beryl Bikes to enable future analysis to help optimise the benefits of the scheme to encourage modal shift to bike.



Figure 3 – Leeds Cycle Bikes

Road Safety Training and Bikeability

- 56 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 - [Bikeability Training](#)
- 57 Road Safety training is provided to primary schools across Leeds prioritising those areas with the highest number of collisions. Children from Nursery to Year 6 can take part in these sessions. The team offer a programme of practical pedestrian, transition, and scooter training as well as class-based road safety education.
- 58 In academic year 2022-23 14,428 children have had road safety input from the team, of this figure 4,500 have undertaken pedestrian training, 2500 scooter training and 487 transition training (Year 6 to Year 7).

Delivery of School Streets

- 59 In September 2023 three new School Streets were launched at Blenheim, Bramhope, and Birchfield Primary Schools in Leeds. School Street schemes offer a proactive solution for school communities to tackle air pollution, poor health, and road danger reduction. A School Street scheme encourages a healthier lifestyle and active travel to school for families and lead to a better environment for everyone. A total of 15 schools have now adopted the scheme across the city - [Leeds School Streets Map](#).

Power Two Wheelers in Bus Lanes Trial

- 60 The trial to allow motorcyclists in bus lanes on the A65 corridor concluded in summer 2023. During that period, we have observed a sizeable increase in the numbers of motorcyclists travelling on the A65 corridor. Collision monitoring and analysis shows that during the duration of the trial no collisions involving motorcyclists have been recorded. Initial findings from the trial are a positive result.
- 61 Motorcycles currently makes up less than 1% of road traffic but account for over 18% of road collisions- [Rospa - Motorcycle crash causes](#). The average motorcycle on the road emits around 30% less CO2 than the average car so is considered more sustainable. LCC also recognise this with new electric models now coming on sale.

Car Club and Car Sharing Policy

- 62 Recent LCC continues to promote a pay as you go car hire facility provided by Enterprise Car Club which offers competitive rate to LCC and business members to reduce the need for company cars.
- 63 Car sharing is seen as an important measure to support people in rural locations or urban areas with poor access to public transport to reduce car journeys. Leeds is in partnership with WYCarshare.com, supported by Liftshare which helps connect people together to share car journeys. Approximately 23,000 new members joined Liftshare in the UK in July/August alone.

Zero Emission Delivery Robots (Starship Technologies)

- 64 The Starship robot delivery trial has been expanded to a further 12,000 households in the summer and now operates from four separate CO-OP stores across Leeds including Adel, Tinshill, Kippax and Swarcliffe with plans for a fifth operation at Wetherby in the near future. As a result, Leeds have one of the largest trials of all the other participating councils in the UK apart from Milton Keynes. Early survey results show a positive rating of over 85% from residents and participating CO-OP stores - [Have Your Say Today – Starship Leeds - Commonplace](#)
- 65 Since the original Leeds Trail began on 30th November 2022 the Starship Robots have completed over 20,000 deliveries, travelled over 18000 miles, and saved approximately 3508kg of CO2 according to Starship Technologies own analysis. It is estimated this could have removed around 10977 single occupancy car trips in the same period helping to reduce car trips and local vehicle emissions.

Urban Traffic Management Control

- 62 LCC have continued to deliver the smart signal programme 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.
- 63 Leeds now has over 120 traffic control sensors across the network which can monitor all modes of traffic including pedestrians and cyclists to optimise junction and pedestrian crossings. This technology is also used to count pedestrian movements, footfall and driver behaviour including near miss monitoring capabilities something which is essential for targeting collision hot spots. This information is being incorporated within the existing traffic monitoring system to provide a far more detail level of information in real-time to help support planning decisions.

Network Management

- 64 The Network Management team provide a significant role in controlling and managing works on a day-to-day basis and during periods of construction on the highway network across Leeds. In the last 12 months have processed over 50,000 permit applications, granted 11,000 highway licenses, answered over 8000 enquires, administered 1200 road closures and planned diversion routes.
- 65 The team are constantly reviewing ways to optimise and improve the current practices and systems to reduce disruption to the road network and lower the cost to the council. The use of digital technology and adoption of new practices such as Lane Rental Schemes which reduce roadworks by incentivising utility providers to complete work quicker and at more convenient times.

Maintenance

- 66 Poor maintenance of the highway, in particular cycle track and footways are considered a key barrier for people to switch to more sustainable transport so prioritising repairs and cleaning is essential. In the last 12 months our Maintenance team have moved toward a more functional based hierarchy which has made improvements to the existing inspection regime saving overall time and enabling more inspections to be completed on time.

Section 2: Progress against KPIs (Key Performance Indicators)

This section presents the progress during 2022-23 towards the Key Performance Indicators (KPIs) associated with each of the Objectives.

Where data is available, change over the last 12 months is shown as part of the annual reporting. Additionally, a comparison of current year (22-23) is made against 2019 levels. 2019 is taken as the ‘base year’ – last ‘normal’ year pre-CLTS and pre-covid. Trends over the first action plan period will be more fully evaluated in the 2024 update as this sees the close of the first Action Plan period. **Appendix 1** provides further detail on data source, analysis, and relevant caveats.

The table 6 below is taken from our Action Plan which sets out our data requirements to monitor our progress against our objectives which have been aligned with the three pillars of the Best City Ambition (see data sources in appendix 1)

Best Council Ambition	Objective	Key performance Indicators (KPIs)
Tackling Climate Change	Reducing the need for travel and the number of car journeys.	<ul style="list-style-type: none"> • Estimation of Vehicle KM travelled in the district
	Leeds Carbon Neutral by 2030	<ul style="list-style-type: none"> • Estimated Carbon Emission from transport
	Encouraging people to choose active travel and public transport	<ul style="list-style-type: none"> • Increased in bus and rail patronage • Active lives surveys • Walking trips count • Pedestrian and cycle counts • Estimation of vehicle KM travelled in the city
	Encouraging and leading the uptake of zero emission vehicles	<ul style="list-style-type: none"> • Number of zero emission vehicles registered in the city
Delivering Inclusive Growth	Support individuals to access more employment opportunities through a comprehensive transport network	<ul style="list-style-type: none"> • Number of people with access to the public transport network • Number of people with access to the core cycle network • Travel to work survey
	Develop and regenerate places through continued investment in transport infrastructure	<ul style="list-style-type: none"> • Number of new developments (sustainable)
	Improve productivity by investing in more time and cost-efficient transport system	<ul style="list-style-type: none"> • Level of delay in the city • Time lost due to congestion • Cost of congestion
	Lower the cost of mobility, ensuring transport is affordable and accessible for everyone	<ul style="list-style-type: none"> • West Yorkshire travel tracker survey • Cost index of transport • Number boarding buses • Number of people supported into work
Improving Health and Wellbeing	Ensure walking and cycling are the first choice for the shortest journeys improving physical and mental health	<ul style="list-style-type: none"> • Active lives survey - % of physically active adults • Pedestrian and cycle counts • Estimation of vehicle KM travelled in the district
	Reduce the negative effects of transport on our local communities, improving air quality and reducing CO2 emissions	<ul style="list-style-type: none"> • Estimation of vehicle kilometres travelled in the district • Hospital admissions data
	Help make Leeds the best city to grow old in and a child friendly city through making streets accessible to all	<ul style="list-style-type: none"> • Estimation of vehicle kilometres travelled in the district
	Eliminate road deaths and serious injuries by adopting a Vision Zero approach to road collisions	<ul style="list-style-type: none"> • Estimation of vehicle kilometres travelled in the district • Number of killed or seriously injured people in Leeds

Table 6 – Key Performance Indicators and Datasets used to measure success.

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

Bus Usage	Target	2018	2019	2020	2021	2022	Change from 2021 to 2022	Change from 2019 to 2022
Passengers boarding buses in Leeds collated by WYCA from data supplied by the principal bus companies.								
A58	Increase	2,736,740	2,714,660	1,421,535	1,627,020	2,119,948	+30%	-22%
A660	Increase	2,703,585	2,657,885	1,044,110	1,330,852	2,109,065	+58%	-21%
A61N	Increase	2,167,728	2,211,855	1,003,724	1,158,352	1,619,822	+40%	-27%
A61S	Increase	1,777,306	1,804,493	987,581	1,052,405	1,385,336	+32%	-23%
A64	Increase	1,544,519	1,533,800	844,846	983,923	1,229,110	+25%	-20%
A647	Increase	1,276,219	1,355,747	635,468	730,053	835,178	+14%	-39%
A65	Increase	1,074,628	1,097,907	445,540	532,761	796,456	+49%	-28%
City Centre	Increase	22,683,878	22,542,678	10,527,296	11,757,952	16,205,292	+38%	-28%
Leeds Other	Increase	30,304,729	30,369,590	15,672,549	18,060,750	22,611,565	+25%	-26%
PR1	Increase	496,881	591,501	179,521	178,784	330,293	+85%	-44%
PR2	Increase	424,600	545,039	124,391	47,617	167,466	+252%	-69%
PR3	Increase	-	-	-	44,771	289,280	+546%	-
LPTIP area	Increase	33,345,456	33,287,318	15,619,714	17,656,634	24,274,641	+37%	-27%
Leeds total	Increase	67,190,813	67,425,155	32,886,561	37,505,240	49,698,812	+33%	-26%

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 7: Improve productivity by investing in more time and cost-efficient transport system

Delay on the road network	Target	2019	2020	2021	2022	Change from 2021 to 2022	Change from 2019 to 2022
This dataset measures the average delay to drivers on the Local A road network. Figures are given in seconds of delay per vehicle per mile.							
Local A Road delay	Decrease	51.4	35.6	43.8	45.7	1.9	5.7

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
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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
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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
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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%

Summary.

The closure of City Square to general traffic was a key success alongside the delivery of more measures which have enhanced public transport and reclaimed roads for the people of Leeds to use.

The launch of the Leeds City e-Bikes scheme in September, which is the largest of its kind in the UK and will help encourage more people to make the switch to cycling for some of their journeys taking advantage of the high-quality infrastructure delivered by the Council.

Detail mode split analysis in the city centre, coupled with mode share data obtained from the LCC Travel to Work Survey is now starting to show a decline in car use with evidence of modal shift to alternative modes.

Appendix 1 – Data Sources

Indicators	Objectives
1	Reducing the need for travel and the number of car journeys
2	Leeds Carbon Neutral by 2030
3	Encouraging people to choose active travel and public transport.
4	Encouraging and leading the uptake of zero emissions vehicles
5	Support individuals to access more employment opportunities through a comprehensive transport network
6	Develop and regenerate places through continued investment in transport infrastructure
7	Improve productivity by investing in more time and cost-efficient transport system
8	Lower the cost of mobility, ensuring transport is affordable and accessible for everyone
9	Ensure walking and cycling are the first choice for the shortest journeys improving physical and mental health
10	Reduce the negative effects of transport on our local communities, improving air quality and reducing CO2 emissions
11	Help make Leeds the best city to grow old in and a child friendly city through making streets accessible to all
12	Eliminate road deaths and serious injuries by adopting a Vision Zero approach to road collisions

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 3: Encouraging people to choose active travel and public transport	Internal LCC – Transport Policy Monitoring	LCC		
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 7: Improve productivity by investing in more time and cost-efficient transport system.	https://www.gov.uk/government/collections/road-congestion-and-reliability-statistics	Department for Transport (DfT)	cgn0504	
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		