

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 be 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 than normal bikes this makes for the e-bike scheme 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.

APPENDIX 1 KPI Data Tables

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
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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
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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		
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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		