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Report of Director of City Development

Report to Climate Emergency Advisory Committee

Date: 25 September 2019

Subject: CLIMATE EMERGENCY AND TRANSPORT

Are specific electoral wards affected? If yes, name(s) of ward(s):	☐ Yes ☒ No
Has consultation been carried out?	☐ Yes ☒ No
Are there implications for equality and diversity and cohesion and integration?	☐ Yes ☒ No
Will the decision be open for call-in?	☐ Yes ☒ No
Does the report contain confidential or exempt information? If relevant, access to information procedure rule number: Appendix number:	☐ Yes ☒ No

Summary

Summary of Main issues

1. This report provides a general background to CEAC on Transport in Leeds.
2. Transport policy for Leeds is set out in 3 key documents:
   - Leeds Core Strategy sets transport within the spatial planning framework.
   - The West Yorkshire Transport Strategy produced by West Yorkshire Combined Authority.
   - Leeds Transport Strategy reflects the above and sets the vision for transport at a Leeds District level.
3. A programme of transport investment in the city continues to deliver major sustainable transport schemes: bus priority corridors, park & ride, junction upgrades, new rail stations, train capacity, cycling networks and city centre transformation. In the longer term high speed rail is planned and mass transit proposals are being developed.
4. Carbon emissions from Transport made up 40% of the district CO2 emissions in 2016. All road classes and vehicle types make contributions to the overall emissions. To address carbon emissions every journey made on the networks matters not just in peak time or congested locations which have been the focus of historic transport strategies.

5. Leeds Climate Change Commission has developed a roadmap for Leeds to close the gap to become a carbon neutral city. Below is a summary of the roadmap highlighting the transport contribution within the cost effective, technically viable and innovative actions.
6. The Climate Commission analysis focuses on changing vehicles to zero emission to achieve the carbon reduction targets. There are however challenges and consequences in achieving this, which suggest a focus in the transport strategy on mode shift alongside fleet decarbonisation will meet the objectives of our Inclusive Growth Strategy, Health & Wellbeing Strategy and address the Climate Emergency.
7. A review of the scheme appraisal process to focus on carbon reduction rather than catering for traffic growth would support the city in achieving carbon neutrality.
8. The council can lead by example and introduce initiatives to encourage behavioural change, however personal decisions to change to lower or zero travel will be necessary to achieve the target of carbon neutrality by 2030. Everyone needs to play their part across the city from individuals and communities through to large businesses.
9. After decades of car centric planning from the 'motorway city of the 70's', transport policy has shifted to deliver a more sustainable future. The refresh of Leeds Transport Strategy is being built around a vision to create 'a city where you don't need to own a car'. With emerging technology, data availability and a sharing economy it should be possible to reduce the cost of travel for everyone. Providing affordable and easily accessible alternatives to personal car ownership for all our journeys is an essential part of the emerging Transport Strategy.

Recommendations

Members of the CEAC are requested to note and consider the contents of this report.

1. Purpose of this report

1.1. This report provides a general background to CEAC on Transport in Leeds.

2. Background information

2.1. Traditionally transport planning has responded to congestion on transport networks at peak times and in specific locations. Programmes would contain schemes which either increased capacity or facilitate more efficient use of the limited space. Environmental benefits would often be secondary to journey time savings. To address carbon emissions every journey made on the networks matters not just in peak time or congested locations.

2.2. Transport policy for Leeds is set out in 3 key documents:

2.2.1. Leeds Core Strategy sets transport within the spatial planning framework.

2.2.2. The West Yorkshire Transport Strategy produced by West Yorkshire Combined Authority.

2.2.3. Leeds Transport Strategy reflects the above and sets the vision for transport at a Leeds District level.

2.3. **Leeds Core Strategy** - November 2014, Section 5.4 details a range of policies and infrastructure to achieve "A Well Connected District"

> *"Increased economic prosperity and population growth are likely to lead to additional pressure upon the local transport infrastructure. In particular, greater levels of car use will lead to significantly higher levels of congestion affecting more hours of the day, and will also generate greenhouse gases that contributes towards climate change. In order to tackle these two issues new transport infrastructure will be provided during the Plan period. However it will also be necessary to use other initiatives to manage the level of car use and to gain maximum benefits from investment in more sustainable choices."*

2.4. The **West Yorkshire Transport Strategy** produced by the West Yorkshire Combined Authority sets "*the ambition to create a modern, world-class, well-connected transport system that makes travel around West Yorkshire easy and reliable"*.

2.5. With regard to climate change the objective on the environment is to "*have a positive impact on our built and natural environment"* and one of the six core themes is Inclusive Growth, Environment, Health and Wellbeing which states:

> *"We aim to reduce traffic emissions to near zero, tackle the damaging impacts of climate change on our homes and businesses and reduce road accidents, aspiring to 'zero tolerance' of transport-related deaths. We want to become known as a great, safe place for cycling and walking."*

2.6. The West Yorkshire Transport Strategy also has targets for increases in sustainable transport alongside a modest reduction in general traffic trips by 2027:

Bus	+25%
Rail	+75%
Cycling	+300%
Car	-3%

2.7. The focus of the strategy has a positive effect on carbon reduction however there are elements of a balanced strategy such as policy 19 "*We will deliver local pinch point schemes to relieve traffic congestion and, where needed, add new roads to open up development sites."* The importance of encouraging alternative travel options and choices and the promotion of public transport use and healthy active travel such as walking and cycling are also emphasised.

2.8. The Interim **Leeds Transport Strategy**, 2016 responded to the Government's cancellation of NGT and set the context for Leeds Public Transport Investment Programme with a vision for a 21st century city:

> *Transport is a fundamental component of what makes a prosperous, liveable and healthy 21st century city. Aligned to our best city ambitions for a strong economy and to be a compassionate city we need a transport system that enables the following;*
>
> *Prosperous Leeds - A transport system for Leeds that facilitates a prosperous, sustainable economy for the City, the City Region, the North, strengthening our longterm economic competitiveness both nationally and internationally.*
>
> *Liveable Leeds - The improvements to the city centre and district centres will make them more people friendly. People will have access to a wider labour market. The significant programme of projects will support new opportunities for skills development and new and better local jobs. People of all abilities will have more opportunities to connect to the rail network.*
>
> *Healthy Leeds - A transport system that has a positive effect on people's health and wellbeing and raises health and environmental standards across the city through the promotion of walking and cycling and the reduction of air pollution, noise and carbon emissions.*

2.9. The strategy is currently being updated to reflect and deliver the city ambitions contained within the Inclusive Growth Strategy, Health & Wellbeing Strategy and the Climate Emergency declaration.

3. Main issues

<u>Implemented schemes and initiatives.</u>

3.1. In the past few years we have delivered schemes which meet the aims and objectives of the policies in section 2 and contribute to the reduction in carbon emissions by encouraging a shift to more efficient, lower carbon and healthier modes.

3.2. For example our highly successful new park & ride facilities at Elland Road and Temple Green, offer a real alternative to bringing the car into the city centre - reducing congestion, carbon emissions and improving air quality.

3.3. The opening of Leeds Southern Station Entrance and Kirkstall Forge railway station has supported the growth in rail use and regeneration of communities. Over 400 parking spaces have been delivered at Apperley Bridge and Kirkstall Forge to prode Park and Ride provision As of autumn 2018 timetable changes the number of seats on trains arriving at Leeds during the morning peak period had increased by 19% since 2011 which exceeds the growth in passengers over the same period.

3.4. The city now has 172km (over 107miles) of cycle network including the city connect superhighway between East Leeds and Bradford. The council's educational work

encourages safe and sustainable active travel, across the city. Last year, 22,000 pupils benefitted from pedestrian skills and bike ability training.

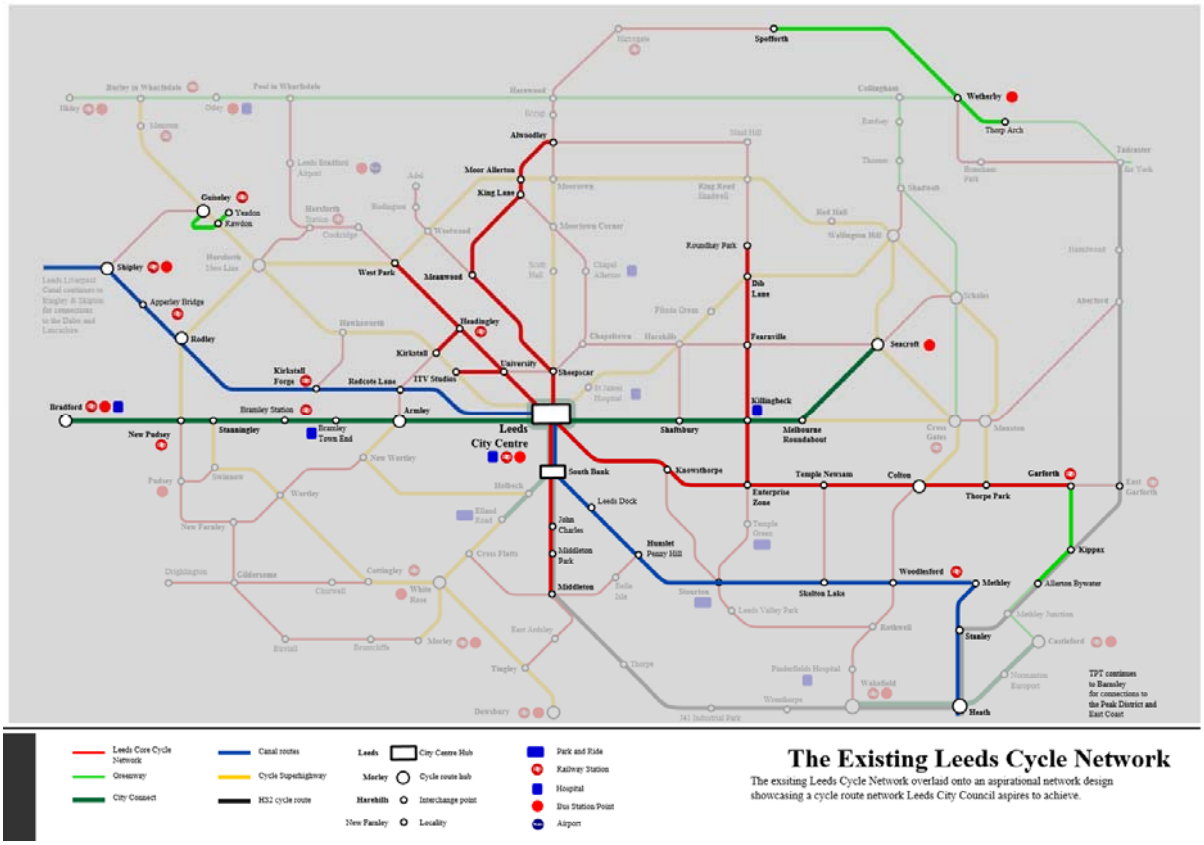
3.5. Leeds triathlete and double Olympic champion Alistair Brownlee MBE, has been named as the city's first Active Travel ambassador. In his new role, Alistair will add his support to initiatives, projects and infrastructure projects being undertaken through the city's Active Travel campaign, which key aim is to encourage more people to incorporate walking and cycling as part of their day-to-day journeys.

Current Programme

3.6. The £270m Leeds Public Transport Investment Programme (LPTIP), comprised of funding from the Department for Transport (£174m), LCC, the Combined Authority, bus operators and developers will deliver significant investment in public transport by 2021 including; bus priority corridors incorporating segregated cycle facilities, city centre gateways, expansion of existing bus and rail park & ride sites, alongside complementary investment in bus services and low emission vehicles from the bus operators.

3.7. A further 2,650 park & ride spaces are to be delivered with work already started on expanding Elland Road and construction of the Stourton site to take further private cars off roads into Leeds City Centre

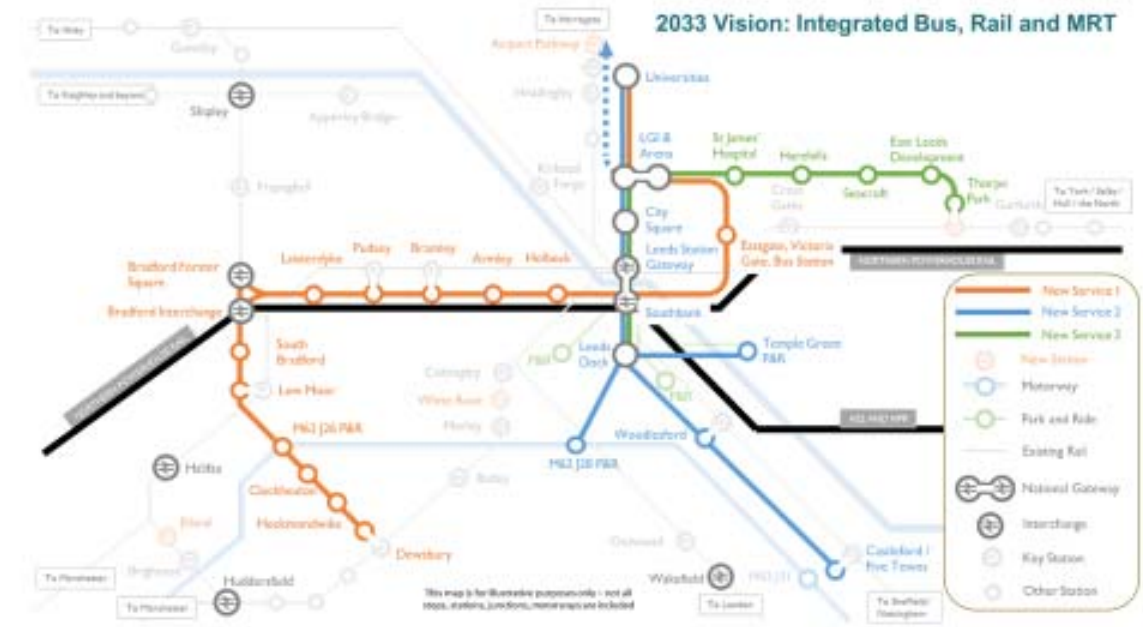
3.8. There are funded proposals for a further 6kms of new cycle superhighways as part of the city connect programme. In addition, the council will soon start to build phase one (4.8kms) of the orbital cycle highway, which will run on the outer ring road from Red Hall to King Lane. This forms part of an ambitious city-wide programme, led by the council and partners which has set out to create over 800kms (500miles) of cycle network.



3.9. The £1bn West Yorkshire Transport Fund (WYTF), was approved by Executive Board and West Yorkshire combined Authority in 2014 with projects designed to increase housing, employment and inclusive economic growth. The Leeds City

Centre Package will remove through traffic from the city centre enabling the pedestrianisation of city square and supporting the further regeneration of the South Bank. Other schemes included in the 2014 approval were pinch point improvements on the Outer Ring Road, East Leeds Orbital Road and Leeds Bradford Airport links.

3.10. The Combined Authority are leading on proposals to introduce a mass transit network across West Yorkshire as shown below. The proposals have been endorsed by Leeds City Council Executive Board and West Yorkshire Combined Authority. Mass transit will fill the gap in public transport provision between bus services and heavy rail, adding capacity to the key corridors within the city region and connecting communities to key employment areas.



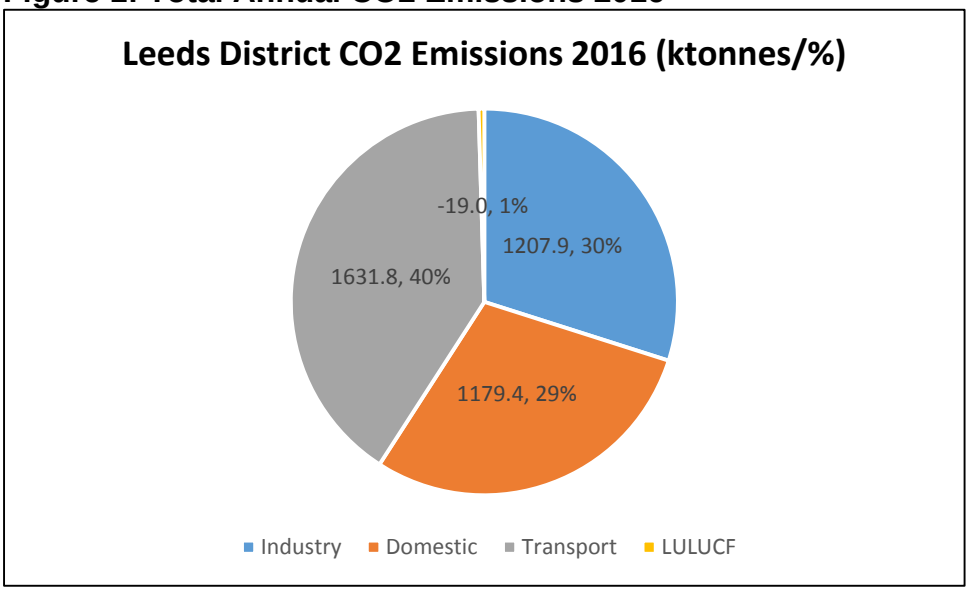
3.11. 3 new stations are planned within the district at key employment locations, White Rose, Thorpe Park & Leeds Bradford Airport. Suburban rail station parking is being further expanded, with 2,000 spaces planned through the WYTF across West Yorkshire. In addition, the rail industry is planning for significant growth into Leeds during the am peak: 50% extra seats on Trans Pennine Express by 2019 and capacity provided for 40% more passengers on Northern services by 2022 (with the majority delivered by the end of 2019).

3.12. Enhanced national rail connectivity is planned through High Speed 2 and Northern Powerhouse Rail. These schemes will drive economic growth in the North, providing increased capacity on existing rail infrastructure as well, and significant journey time savings between core cities and London.

Transport & Carbon Statistics

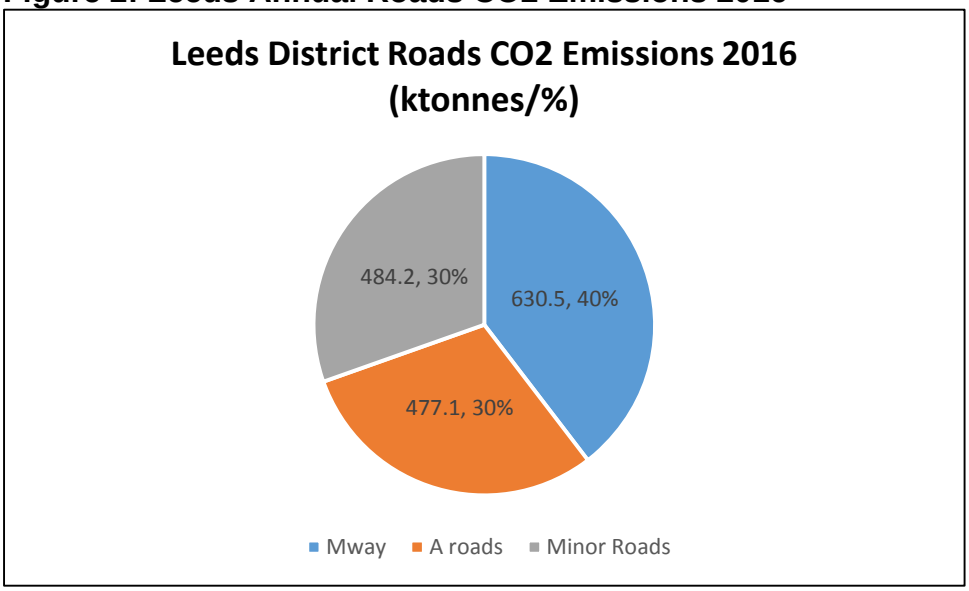
3.13. The following section shows relevant historic and current transport statistics which will help determine where interventions are most necessary, and the likely impact that can be achieved.

Figure 1: Total Annual CO2 Emissions 2016



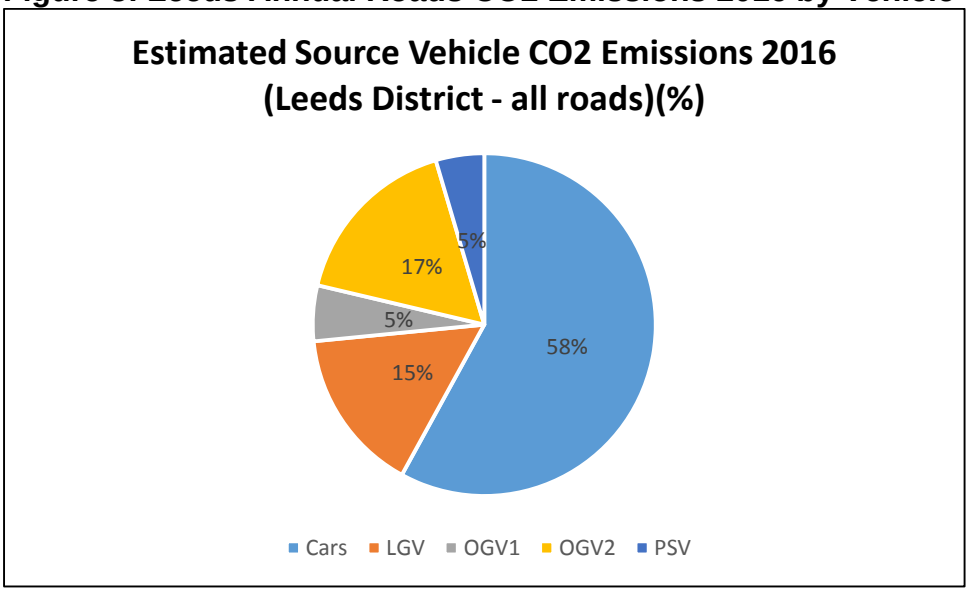
Source: UK local authority and regional carbon dioxide emissions national statistics: 2005-2016

Figure 2: Leeds Annual Roads CO2 Emissions 2016



Source: UK local authority and regional carbon dioxide emissions national statistics: 2005-2016

Figure 3: Leeds Annual Roads CO2 Emissions 2016 by Vehicle Type (%)

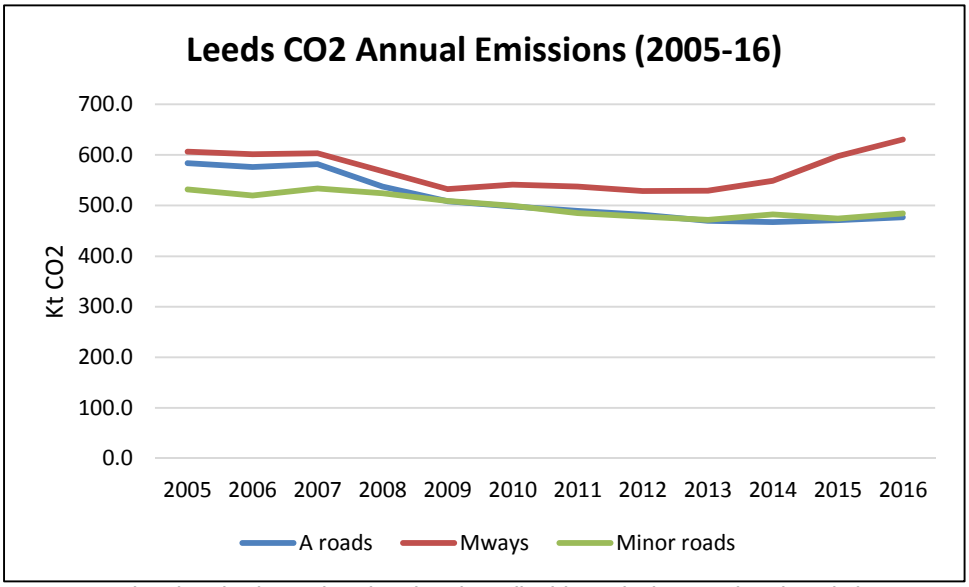


Source: LCC estimates based on application of webtag calculation to traffic data (LGV = Light Goods Vehicles eg Vans, OGV1&2 =Heavy Goods Vehicles, PSV= Buses & Coaches)

3.14. Given that the motorway network in Leeds includes the A1M, M1 and M62 a significant proportion of the CO2 emissions from these roads comes from non-Leeds traffic. In terms of cars, it is estimated that in 2017 Leeds residents' car mileage added up to 2,334 veh-miles compared with 3,295 recorded on Leeds roads . The former will also include mileage travelled by Leeds residents outside Leeds District.

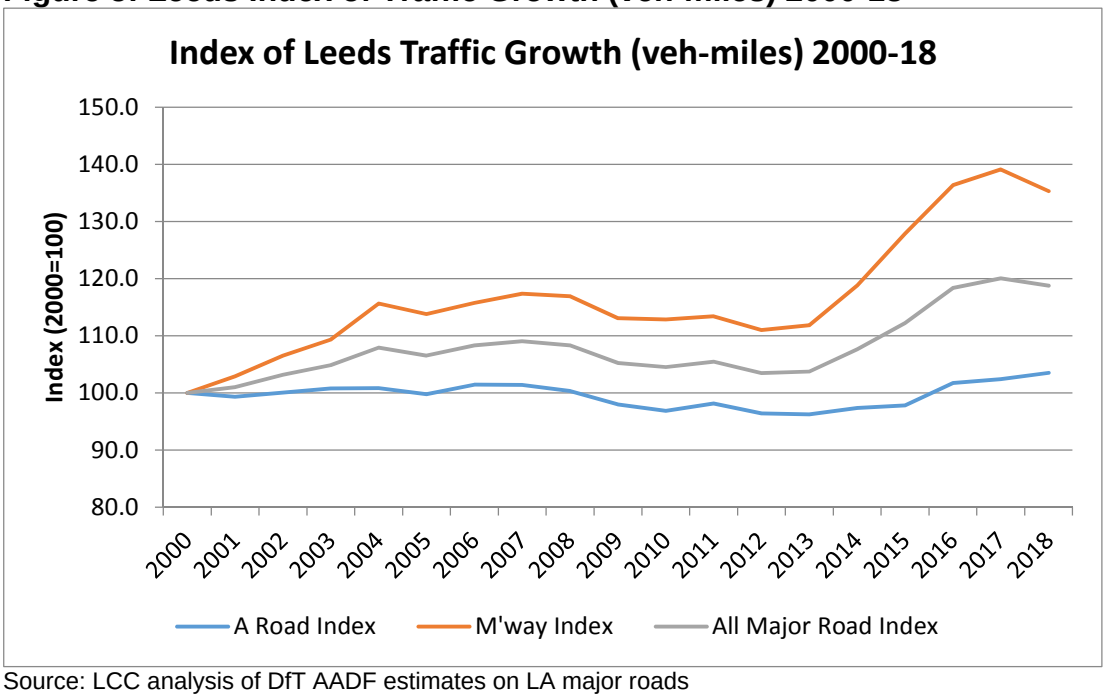
3.15. Trend data since 2005 shows that the level of CO2 emissions on the Leeds A and minor road networks has fallen, but on the motorways it has actually increased over that period. This is due to significant levels of traffic growth on the motorway network since the economic downturn and after a period in which Smart Motorway investments had been completed – see Figures 4 and 5.

Figure 4: Leeds Annual Roads CO2 Emissions 2005-2016 by Road Type (ktonnes)



Source: UK local authority and regional carbon dioxide emissions national statistics: 2005-2016

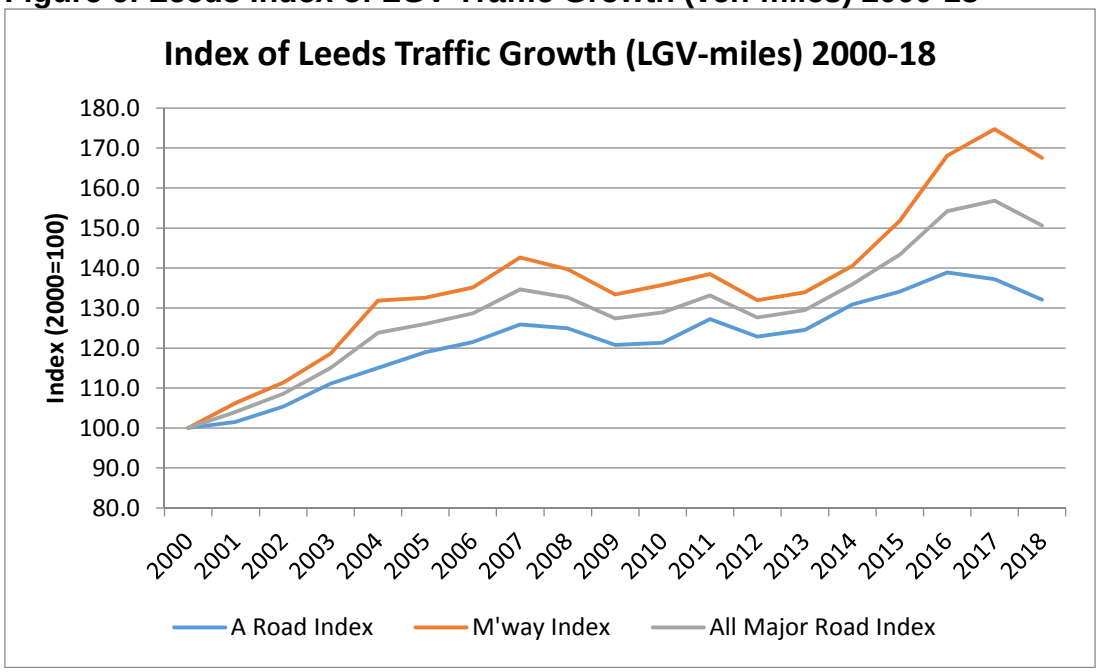
Figure 5: Leeds Index of Traffic Growth (veh-miles) 2000-18



Source: LCC analysis of DfT AADF estimates on LA major roads

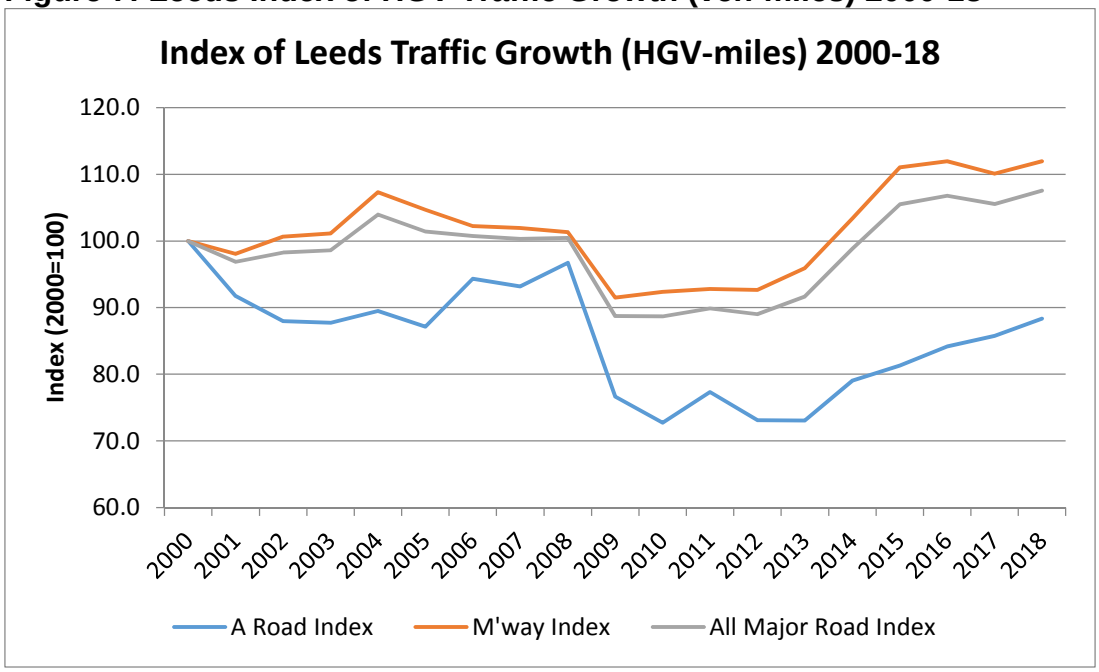
3.16. Analysis of traffic growth by vehicle type shows that there has been sustained significant growth in LGV activity on both the A and motorway networks in Leeds with a 50% increase overall since the year 2000 which may well be accounted for by changes in distribution and deliveries such as for example the increase in home shopping. However, when it comes to HGVs, growth has been much more modest (just 8%) and usage of the A road network has still not recovered from a significant dip during the recession and may well also indicate greater efficiencies in this sector as well as the LGV trends described.– see Figures 6 and 7.

Figure 6: Leeds Index of LGV Traffic Growth (veh-miles) 2000-18



Source: LCC analysis of DfT AADF estimates on LA major roads

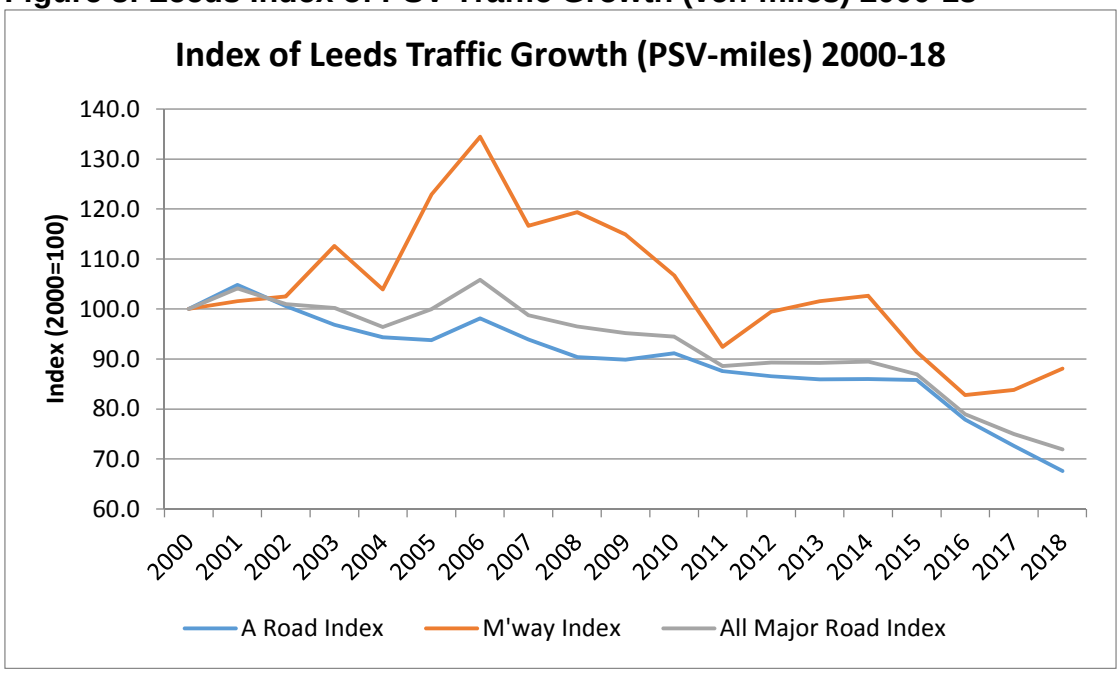
Figure 7: Leeds Index of HGV Traffic Growth (veh-miles) 2000-18



Source: LCC analysis of DfT AADF estimates on LA major roads

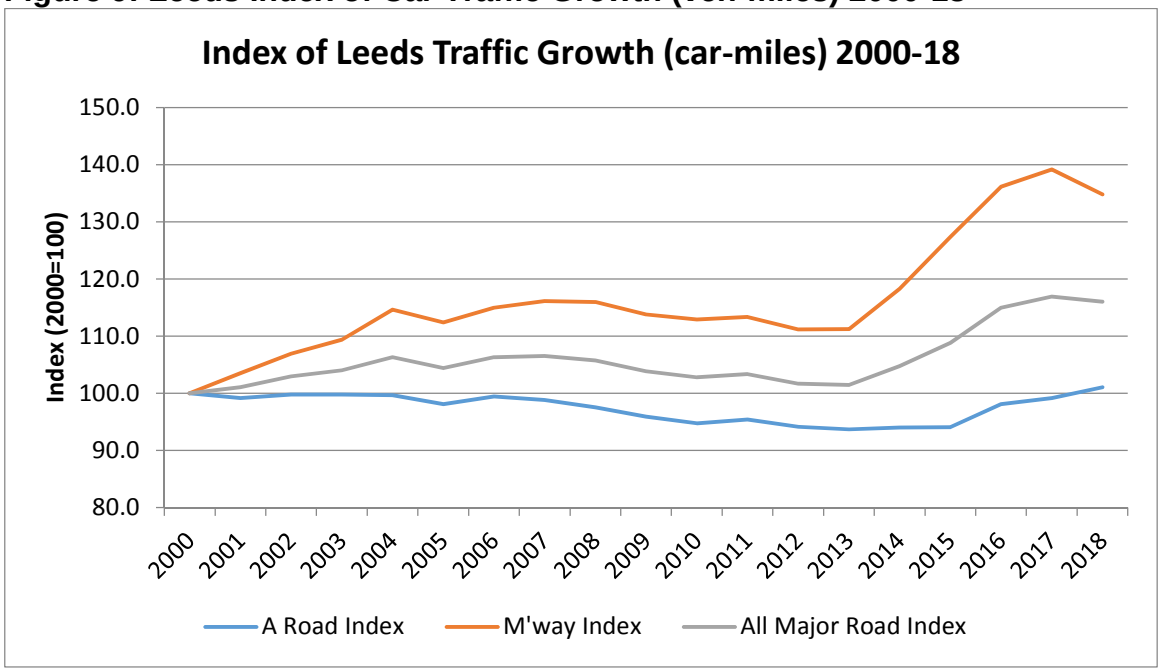
3.17. PSV mileage has also fallen since the year 2000, down almost 30% overall since the year 2000, while car mileage has risen by 16% (of which almost all of this has been on the motorway network) – see Figures 8 and 9.

Figure 8: Leeds Index of PSV Traffic Growth (veh-miles) 2000-18



Source: LCC analysis of DfT AADF estimates on LA major roads

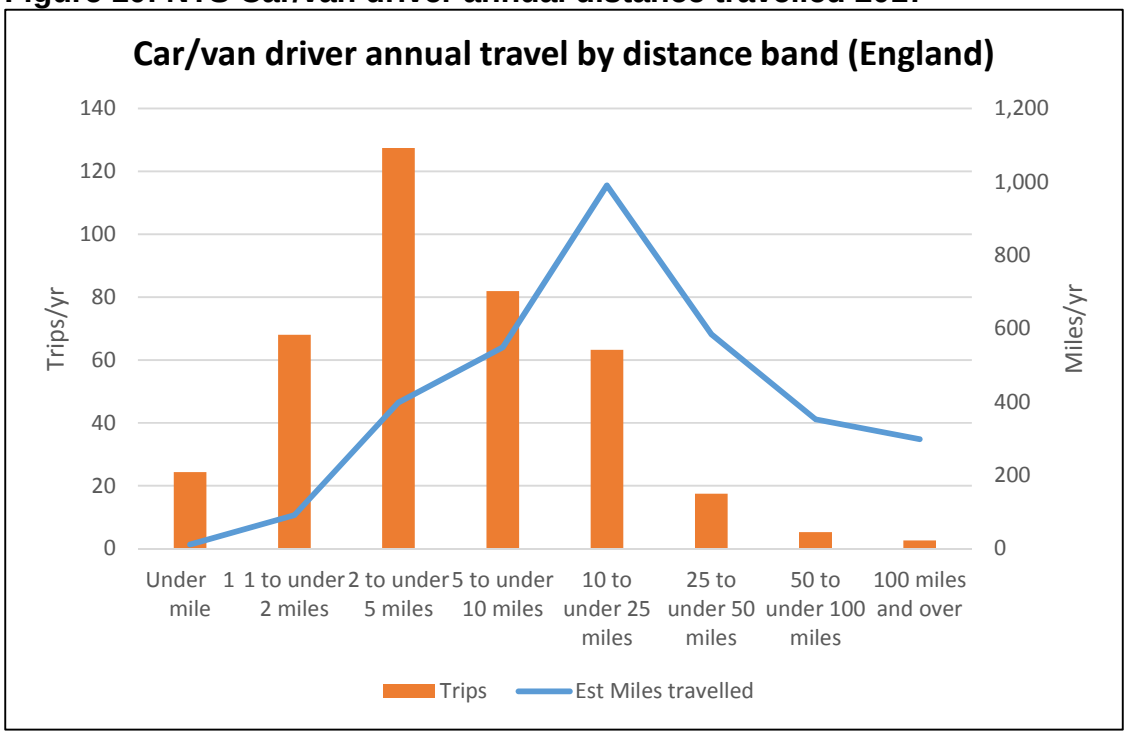
Figure 9: Leeds Index of Car Traffic Growth (veh-miles) 2000-18



Source: LCC analysis of DfT AADF estimates on LA major roads

3.18. Analysis of National Travel Survey (NTS) data reveals that although 56% of car driver trips are less than 5 miles long and 77% less than 10 miles, this represents only 15% and 32% respectively of mileage driven – see Figure 10. (Local data is not available for this dataset, however, for West Yorkshire resident car drivers the average distance travelled by car (3,244 miles in 2015-17) is only marginally less than the national figure for those years of 3,277 miles.)

Figure 10: NTS Car/van driver annual distance travelled 2017

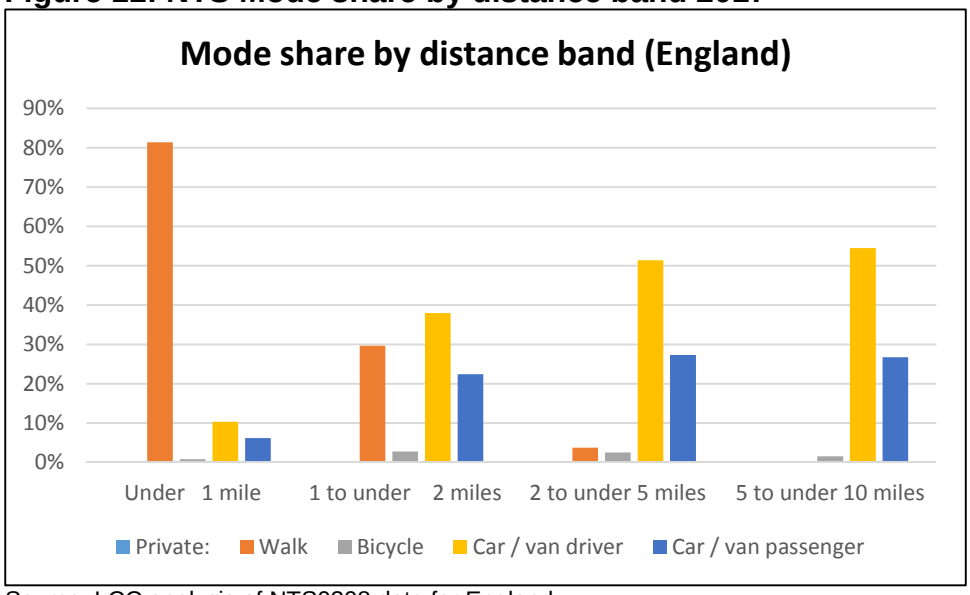


Source: LCC analysis of NTS0308/NTS0303 data for England.

3.19. In the context of the above it is worth noting that 96% of walking trips are less than 2 miles in length and 80% of cycle trips are less than 5 miles suggesting that the role of active modes in replacing some of the short car trips is likely to be limited.

3.20. Additionally, walking already has an 81% mode share for the shortest trips and 30% for those between 1 and 2 miles – see Figure 11.

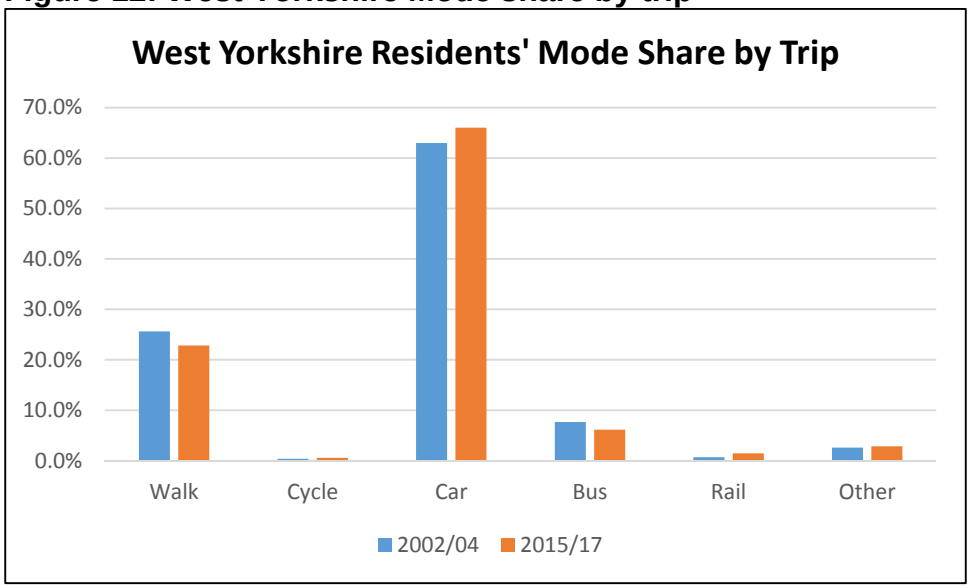
Figure 11: NTS Mode share by distance band 2017



Source: LCC analysis of NTS0308 data for England.

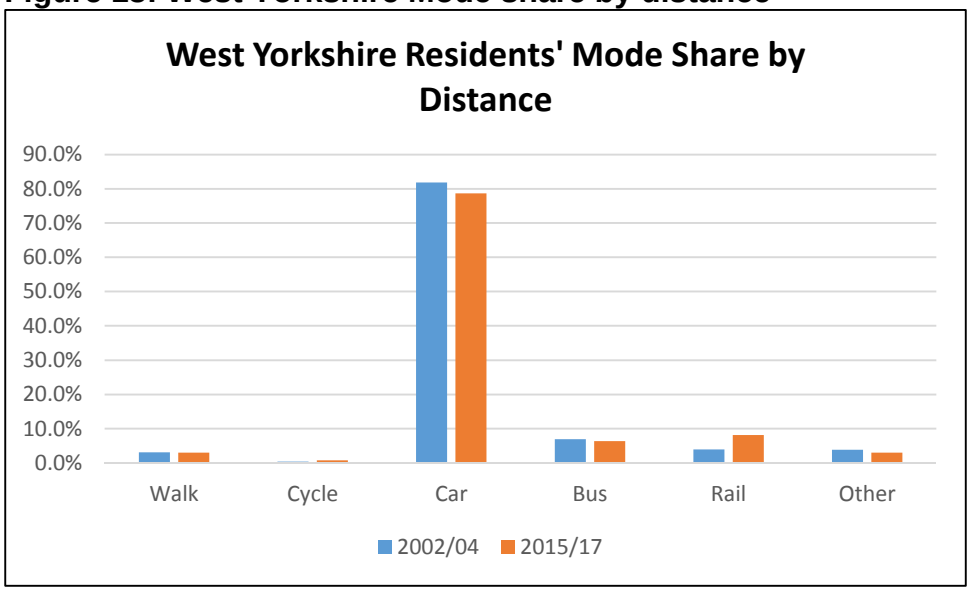
3.21. Local data on mode share trends for West Yorkshire indicates that between 2002-04 and 2015-17 car mode share rose to 66% of trips, while it fell for walking and bus use – Figure 12 – however, when distance travelled is considered car mode share actually fell (from 82% to 79%), while it doubled for rail trips and stayed at the same level for walking trips (Figure 13).

Figure 12: West Yorkshire Mode share by trip



Source: National Travel Survey West Yorkshire bespoke subset NTS0303

Figure 13: West Yorkshire Mode share by distance

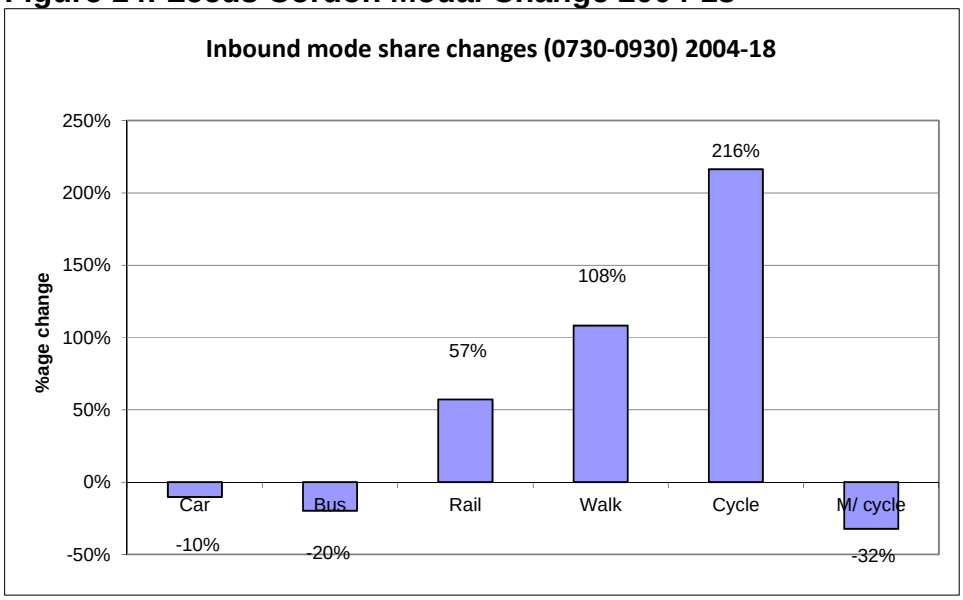


Source: National Travel Survey West Yorkshire bespoke subset NTS0305

3.22. Comparable trend data for Leeds residents is not available, however, National Travel Survey data for the years 2013-17 reveals that Leeds residents have a lower car mode share than those living elsewhere in West Yorkshire (60% compared with 66% for trips and 72% compared with 79% for distance travelled).

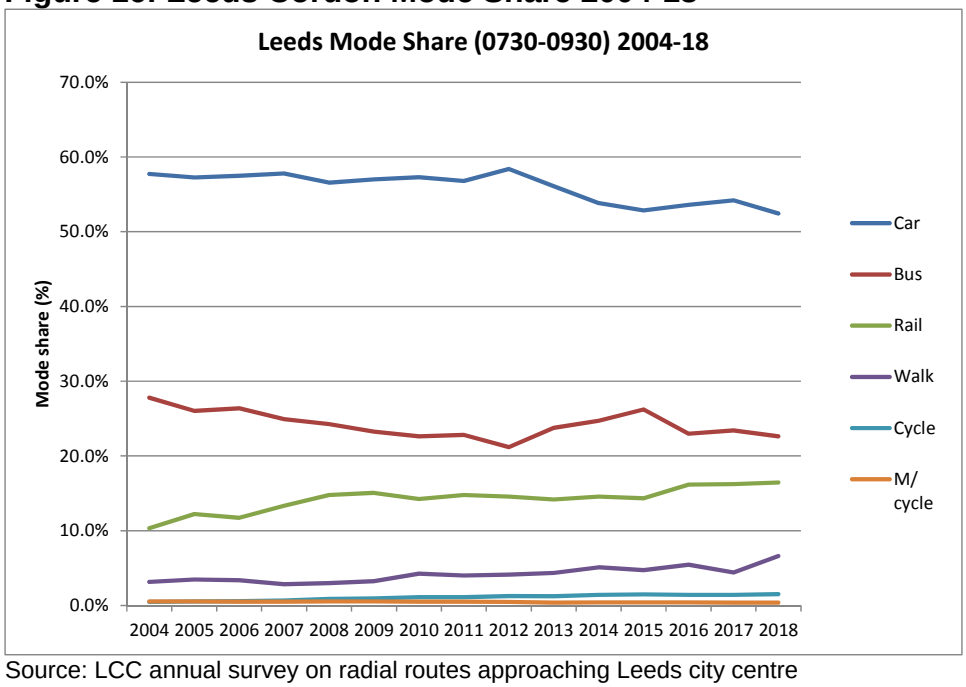
3.23. Annual monitoring of morning peak trips approaching Leeds city centre reveals that there have been significant increases in the number of people cycling, walking and using rail since 2004, accompanied by a 10% fall in car usage and a 20% drop in bus patronage – see Figure 14. However, as Figure 15 shows, car remains the most significant mode with a mode share of 52%. It should be noted that this survey covers trips approaching the city centre not to the city centre, and so car share is influenced by the proportion of through trips using the inner ring road and M621 to travel to destinations across Leeds.

Figure 14: Leeds Cordon Modal Change 2004-18



Source: LCC annual survey on radial routes approaching Leeds city centre

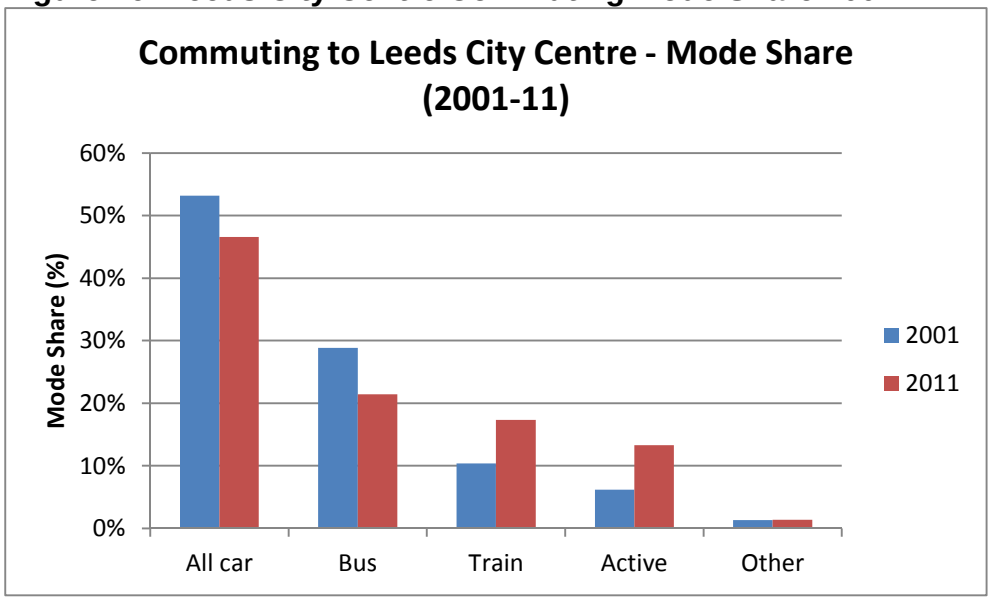
Figure 16: Leeds Cordon Mode Share 2004-18



Source: LCC annual survey on radial routes approaching Leeds city centre

3.24. Census data reveals that in terms of commuting to Leeds city centre, car mode share fell between 2001-11 from 53% to 47%. Alongside increases in cycling and rail usage, walking mode share more than doubled of which an increase in city centre living was a significant contributor.

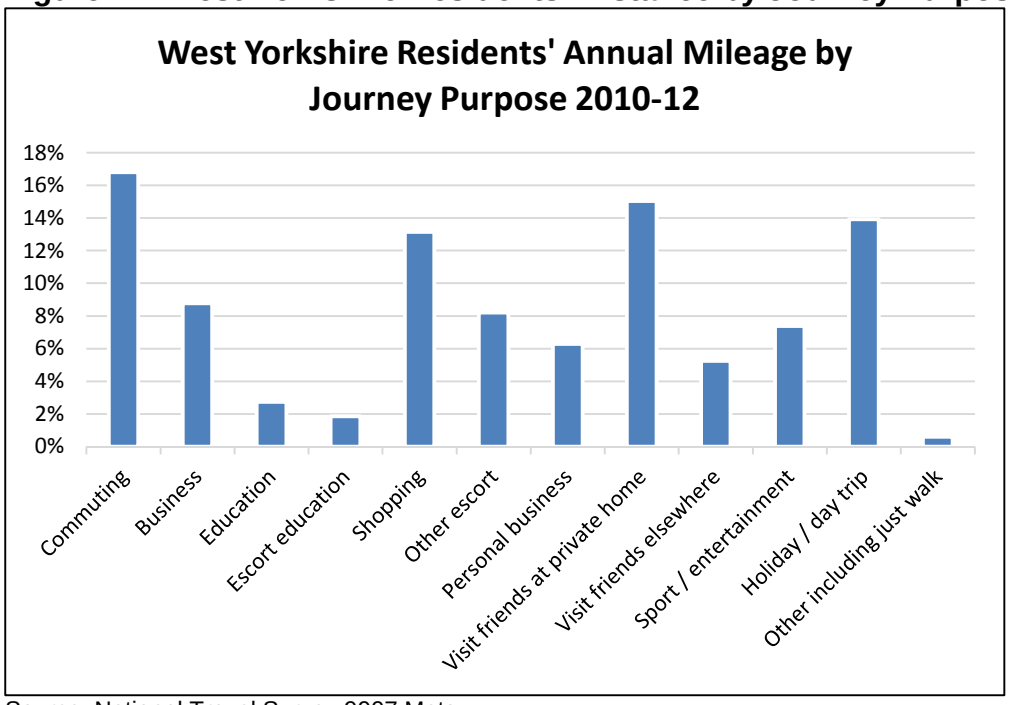
Figure 16: Leeds City Centre Commuting Mode Share 2001-11



Source: Census

3.25. Commuting, however, represents less than a fifth of all travel although it is the largest single journey purpose. Data from the NTS for West Yorkshire covering the years 2010-12 reveals that shopping, visiting friends and holidays/day trips are also significant (Figure 17).

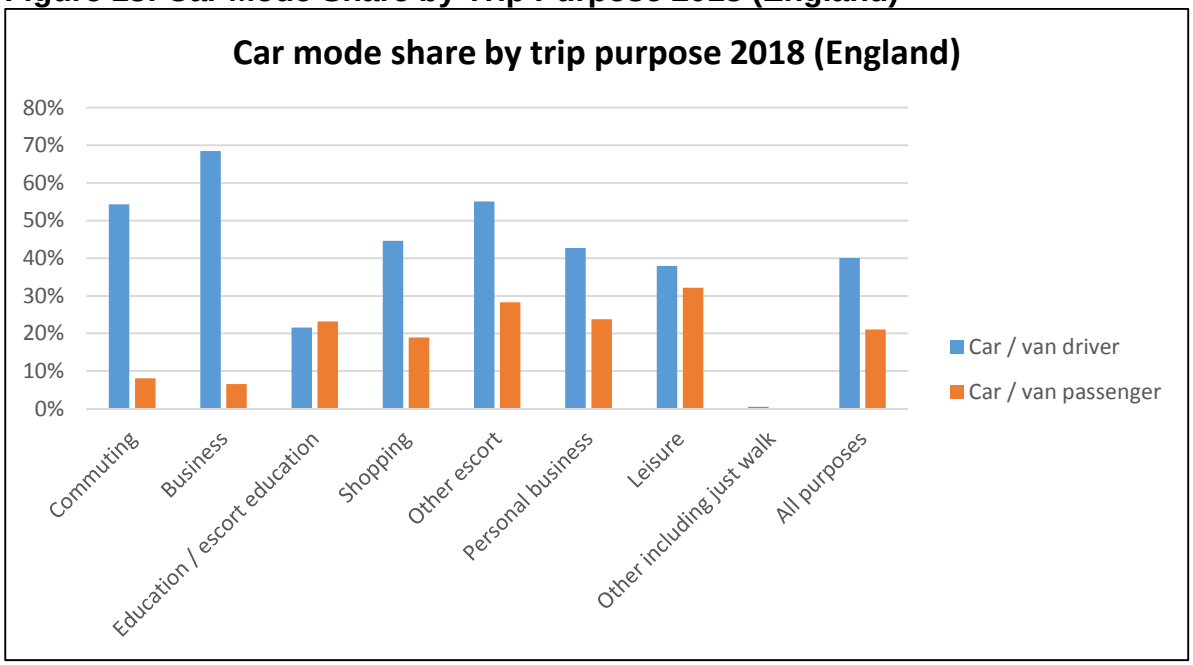
Figure 17: West Yorkshire Residents' Distance by Journey Purpose



Source: National Travel Survey 9907 Mets

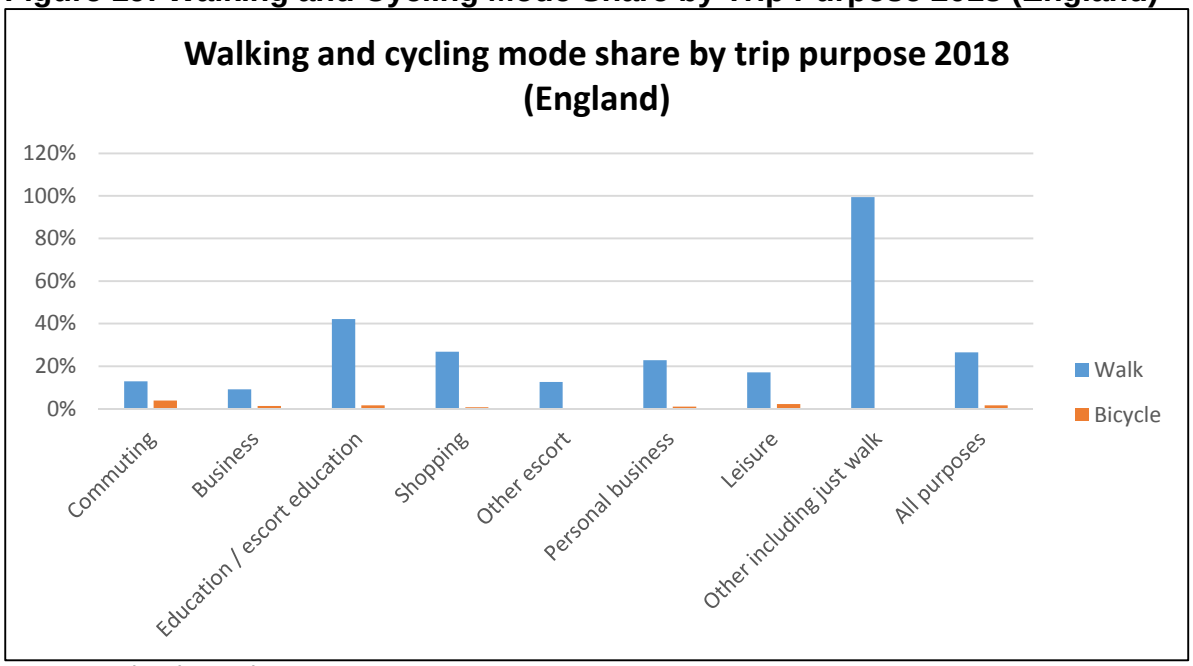
3.26. As Figure 18 demonstrates, car tends to dominate as the mode of travel for almost all these journey purposes. Walking is by far the next most common mode (Figure 19). It is worth noting that the national car mode share figure (61% of trips in 2018) is very close to the figure for Leeds for 2013-17 (60%) which suggests that the local situation is likely to be close to the values in the two figures for England.

Figure 18: Car Mode Share by Trip Purpose 2018 (England)



Source: National Travel Survey NTS0409

Figure 19: Walking and Cycling Mode Share by Trip Purpose 2018 (England)



Source: National Travel Survey NTS0409

Leeds Climate Change Commission (LCCC)

3.27. Leeds Climate Change Commission has developed a roadmap for Leeds to close the gap to become a carbon neural city. Below is a summary of the roadmap highlighting the transport contribution within the cost effective, technical viable and innovative actions.

3.27.1. Adopting all of the cost-effective options across the city would close the gap between current emissions and carbon neutrality by 51%. The transport measures identified across the city would close the gap by 27%.

3.27.2. Adopting all of the technically viable options across the city would close the gap between current emissions and carbon neutrality by 15%. The transport measures across the city would close the gap by 5%,

3.27.3. If all economically and technically viable options were adopted, the analysis shows that adopting all the innovative actions through the 2020s would close the gap between the emissions levels and carbon neutrality could be realised. Included in these innovative actions is accelerating the adoption of electric vehicles by 7% and doubling the levels of active travel such as walking or cycling.

3.27.4. Further work is being undertaken between LCC and the LCCC to understand the assumptions in the modelling work and align our programmes and initiatives to achieve these carbon reductions.

Decarbonisation and Mode Shift

3.28. The climate commission analysis focuses on changing vehicles to zero emission to achieve the carbon reduction targets. There are however challenges and consequences in achieving this as follows:

3.28.1. Whilst the Council has the largest Local Authority EV fleet in the country, having invested in cleaner technology, the council only owns a very small proportion of the city's overall vehicle fleet.

3.28.2. The electricity required would need to be produced from non-carbon sources which may not be achievable by 2030.

3.28.3. Vehicle manufacturers may not be able to produce the number of vehicles required by 2030.

3.28.4. The worldwide availability of raw materials for the current battery technology is relatively scarce.

3.28.5. Decarbonisation does not solve congestion as there are still the same number of vehicles on the network.

3.28.6. Decarbonisation does not address Inclusive Growth, over 30% of households in Leeds do not have access to a car. The young, elderly and disabled are disadvantaged by a transport system based on personal car transport.

3.28.7. The health & wellbeing benefits of walking and cycling are well evidenced and while decarbonisation of the vehicle fleet has a positive effect on air quality, it does not encourage more active lifestyles.

3.29. To meet the objectives of our Inclusive Growth Strategy, Health & Wellbeing Strategy and address the Climate Emergency, the transport strategy must focus on mode shift to active and public transport alongside fleet decarbonisation for essential vehicles & users.

3.30. It recognised that investments in transport systems, vehicles and technologies also need to be matched by promotion and encouragement to make informed and

smarter travel choices. A range of techniques are in place to do this in collaboration with a broad range of key stakeholders at the organisation and individual levels including travel plans for business and other organisations and wider campaigns and publicity associated with investments, for City Connect.

Actions beyond Council control

3.31. A number of actions have been identified which the city council alone cannot deliver. Powers, funding and cooperation is needed from a range of stakeholders including central government, businesses and citizens.

Funding

3.31.1. Transport funding comes from a range of sources including from national government either from direct grants and borrowing approvals or indirectly from local transport bodies including West Yorkshire Combined Authority or the involvement of Transport for the North. Local funding comes from planning agreements such as section 106 and direct funding from the Council. Small amounts of funding have in the past come from other businesses such as bus operators and other organisations such as Sustrans and from European grants. A key element of external investment is the significant and ongoing investment by the transport operators in new buses and trains and the refurbishment of their fleets together with investments in ticketing systems and in particular major capital investments in the railway infrastructure.

3.31.2. To achieve the objectives of our transport strategy a mix of significant infrastructure investment and city wide behavioural change initiatives will be required. For example our cycling ambition includes plans for 800km of cycle network, we currently only have 172km, much of which does not meet current standards, recent investment has added circa 25km in three years. Clearly this rate of delivery is too slow and therefore a significant increase in transport funding is required to deliver this part of our ambition. Funding for local rail, mass transit and further bus priority proposals are also needed to provide the infrastructure platform to achieve significant mode shift to public transport.

Aviation Policy

3.31.3. Air Travel is a significant contributor to carbon emissions. Leeds has a privately run airport which currently accounts for c1.4% of national aviation use . The Department for Transport and the Civil Aviation Authority are responsible for the national aviation policy and airlines operate in a global market.

3.31.4. Initial discussions have been had with the new airport Chief Executive about the need to offset emissions locally. The economic importance of the airport needs to be considered in determining the appropriate surface access strategy for the airport. Public consultation was undertaken in May, the large numbers of varied responses are being analysed and a consultation report will be published in due course.

Bus Provision

3.31.5. Bus provision was deregulated in West Yorkshire in 1986. Service provision is determined by the commercial decisions of bus operators rather than social necessity with the exception of some publicly funded subsidised services. As a result the ability for greater local authority control through franchising is being pursued in other areas and currently operates in London. WYCA have established a West Yorkshire Bus Alliance which is a formal partnership between the Combined Authority and the bus operators. The public investment in priority measures and other infrastructure is to be matched by cleaner, greener vehicle replacement, increased frequencies especially in the early evening and more affordable fare initiatives.

Transport Appraisal Methodology

3.31.6. In order to secure Government funding, Department for Transport (DfT) guidance for transport appraisal of schemes includes assumptions regarding traffic growth which support the business cases of predict and provide models. This is contrary to the West Yorkshire Transport Strategy target for reduction of general traffic. Schemes which do not build additional vehicle capacity are therefore penalised in the appraisal process. DfT guidance has also been adopted by West Yorkshire Combined Authority as a condition of devolved funding and therefore schemes which are detrimental to general traffic are unlikely to pass through the business case process.

3.31.7. To achieve meaningful reductions in carbon emissions and get best value for capital funding this appraisal process would need to change.

Vehicle Technology & Energy Supply

3.31.8. The rate of production and the range of vehicles that are ultra-low or zero emission needs to increase. For example viable options for goods transportation are not well established. The data above shows transportation of goods makes a huge contribution to the carbon emissions in the city and therefore this is an important area where vehicle manufacturers need to contribute to the solution.

3.31.9. A mass conversion of vehicles to electricity will require an increase in electricity production and unless this is from zero carbon sources the full potential of carbon emissions savings from vehicle electrification cannot be met. Significant changes to the power industry will be therefore be required to meet this challenge.

Behavioural Change

3.32. The council can lead by example and introduce initiatives to encourage behavioural change, however business and personal decisions to change to lower or zero carbon travel will be necessary to achieve the target of carbon neutrality by 2030. Everyone needs to play their part across the city from individuals and communities to businesses.

3.33. To reach the net zero target by 2030 it is likely that offsetting of some transport emissions will be required. Having offsetting schemes which are delivered in the city and finding methods to ensure the ‘polluter pays’ needs to be considered for the whole range of carbon emission areas including transport.

Car ownership and dependency

3.34. A significant barrier to delivering a transport system for ‘a city where you don’t need to own a car’ is the current model of personal car ownership. On average cars are unused for over 95% of the time. The sunk cost of purchase, insurance and tax make the choice to leave your car at home and use public transport a more expensive option. With the advent of technology and a sharing economy it should be possible to reduce the cost of travel for everyone. Providing easily accessible alternatives to personal car ownership for all our journey needs is an essential part of the emerging Transport Strategy.

4. Corporate considerations

4.1. Consultation and engagement

4.1.1. There are no specific consultation and engagement implications pertaining to this report. The West Yorkshire Transport strategy and planning policies have been the subject of separate consultations associated with their adoption.

4.1.2. In 2016 the council launched the Transport Conversation, an unprecedented number of responses were received from all communities across the city.

4.1.3. The Big Leeds Climate Conversation is currently underway and includes all aspects of climate change impacts and behaviours as well as transport.

4.1.4. More specific consultations are undertaken with respect to individual schemes. Individual responses from Councillors and the public are often contrary to the strategies and policies set out above and compromises in design therefore result in schemes being less effective in achieving their objectives.

4.2. Equality and diversity / cohesion and integration

4.2.1. An EDCI is not required for this report. Appropriate EDCI screenings / assessments are undertaken in the course of strategy, project and scheme development and reporting.

4.3. Council policies and the Best Council Plan

4.3.1. Outcome: Move around a well-planned city easily; Sustainable Infrastructure: Improving transport connections, safety, reliability and affordability; and Sustainable Infrastructure: Improving air quality, reducing pollution and noise.

4.3.2. Priority: Health and wellbeing - Supporting healthy, physically active lifestyles. Reducing health inequalities and improving the health of the poorest the fastest. KPIs Children who are a healthy weight at age 11. Percentage of physically active adults.

Climate Emergency

4.3.3. The purpose of this report is articulate the role of transport policy, infrastructure investment and initiative programmes within the Climate Emergency context to allow the CEAC to consider , challenge and make recommendations on the way forward to achieve the target of carbon neutrality by 2030.

4.4. Resources, procurement and value for money

4.4.1. There are no specific implications to this report. However, as the report has identified the availability of resources local and nationally will be significant in enabling the imperatives of the Climate Emergency to be addressed.

4.5. Legal implications, access to information, and call-in

4.5.1. There are no specific legal or access to information implications arising from this report which is for Members' information and consideration only.

4.6. Risk management

4.6.1 The risks relating to the Climate Emergency are that the actions do not adequately address the need to reduce carbon emissions in-line with the Council's and national objectives.

5. Conclusions

5.1. To meet the objectives of our Inclusive Growth Strategy, Health & Wellbeing Strategy and address the Climate Emergency, the transport strategy must focus on mode shift to active and public transport alongside fleet decarbonisation for essential vehicles & users.

5.2. To achieve the objectives of such a transport strategy a mix of significant infrastructure investment and city wide behavioural change initiatives will be required.

5.3. To reach the net zero target by 2030 it is likely that offsetting of some transport emissions will be required. Having offsetting schemes which are delivered in the city and finding methods to ensure the polluter pays need to be considered for the whole range of carbon emission areas including transport.

6. Recommendations

6.1. Members of the CEAC are requested to note and consider the contents of this report.

7. Background documents[1]

7.1. None.

[1] The background documents listed in this section are available to download from the council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.