

# Connecting Leeds

TRANSFORMING TRAVEL



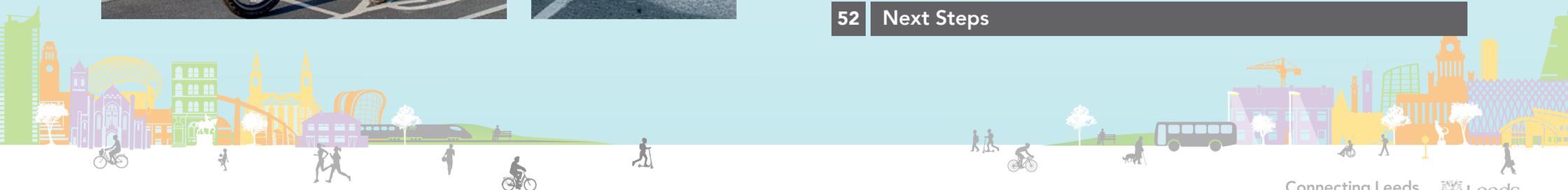
## Connecting Leeds **Transport Strategy**

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# Foreword

Our ambition for Leeds is to have a strong economy within a compassionate city.

To achieve this goal, we are committed to delivering the priorities set out in our Inclusive Growth and Health and Well-Being Strategies and doing all that we can to tackle climate change. The extent to which we are able to deliver success in these areas will be influenced by the action we take to transform mobility and connectivity in the district, the region and wider north.

We are a city ready to move forward together – sitting proudly at the heart of the Northern Powerhouse. With the arrival of Transpennine Route Upgrade and upcoming High Speed Rail transforming our intercity connections, we need to ensure that mobility in Leeds in the next decade supports sustainable economic development for everyone. Delivering transformational economic growth not only in Leeds but across the city region and the north; creating a strong labour market with increased access to jobs and talent and opportunities for everyone is at the heart of our strategy.

Over the last year we have seen significant transport investment which has made our city easier to walk, cycle and travel by public transport in. We have seen residents enjoying their local neighbourhoods and walking and cycling more. At the same time, the effect of overdependence on private cars on us, our families and communities has become ever clearer. It has contributed to an increase in poor public health across our city, with streets that can often be polluted and unwelcoming places to live, walk or cycle. It is also bad for business with millions of pounds of lost productivity caused by congestion.

This strategy outlines how we aim to put walking, cycling and green public transport infrastructure first, the challenges we face as a city but also the opportunities there are to continue to transform travel in Leeds. The strategy sets out Big Moves and how we are going to deliver the change required. With the climate emergency declaration, how we manage and plan transport has important implications for our streets, public places, and future growth as a city but most importantly for everyone, who lives, works, or travels in Leeds.

You have told us as part of the consultation that enhancing public transport and creating healthier streets, spaces and communities are the priority for you. We will continue to work and support the newly elected Mayor on transforming the bus network and support their work on entering a bus partnership from 2023.

There is more that can be done to improve everyone's experience of travel in our city and that journey starts within local areas. Creating healthier streets, that are safer, greener and accessible to all and delivering local schemes will be a priority going forward. We need to continue to get people to move away from their cars to deliver an affordable, reliable, safe and zero carbon public transport network for the city which supports streets for people and unlocks the power of transport for a fairer, greener and more prosperous Leeds.

The Covid Pandemic has shown that collectively working together to overcome challenge leads to better outcomes. It has changed the way we live our lives, from how and where we work to how we spend our leisure time. Whilst we do not know the long-term effects that this will have on our lives, we do know that people want to change how they travel and experience the city. We need to ensure that our interventions support the strong and prosperous recovery of Leeds from the pandemic.

We want to overcome the city's current transport related problems and reduce the negative effects of transport for future generations. Our current and future funding position remains uncertain with a high reliance on variable government grants. Ongoing work to secure funding from government indicates the level of transport investment Leeds will receive is likely to significantly reduce in the next 5 year period. It is now more important than ever that the Government reconsiders the funding landscape for transport to ensure it is fit for purpose and is able to drive green and inclusive growth that achieves the both the Government's levelling up ambitions, Net zero carbon strategy and meets our local needs.



Working in partnership:

Connecting Leeds  
TRANSFORMING TRAVEL



West Yorkshire  
Combined  
Authority



Councillor James Lewis. Leader Leeds City Council

# Our Vision

Our vision for Leeds is to be a city where **you don't need a car.**

Where everyone has an **affordable and accessible zero carbon choice** in how they travel.  
We want to **Connect Leeds, Connect Communities, and Connect Businesses** together in the most sustainable ways.

## This means a city:

Where walking and cycling are the first and easy choice for short journeys, creating safe and healthy environments where active travel is prioritised and road danger is eliminated.

With a fully integrated low carbon transport network with a network of modes – each of them accessible, viable and sustainable, which together will connect everybody with everything. By reducing transport's damaging impact on the environment, we will support Leeds' commitment to becoming a carbon neutral city by 2030.

With decreased car dependence, and with a "go anywhere" active and public transport network. Enabling people to make choices that are right for them by providing smart, reliable, real time, multi-modal travel information, or making use of technology to decide not to travel at all.

With efficient land use for a well-connected, productive city centre, moving more people, not more vehicles – prioritising mass transit, buses and active modes of travel.

That enables everyone to have equal access to the same opportunities. Where the cost of travel is reduced and people need to travel less.



# The Objectives

We want to ensure economic opportunities are available to everyone, create a healthy and caring city for all and through a range of travel choices address the climate emergency, by moving away from personal car ownership, towards a shared, "go anywhere" low carbon transport network. To support our vision for Leeds we have three over-arching objectives in the transport strategy.



## TACKLING CLIMATE CHANGE

Climate change is one of the greatest challenges we face globally and as a major city we have a key role to play. We declared a Climate Emergency in 2019 and pledged to make Leeds carbon neutral by 2030. In order to meet our 2030 target we must persuade people to adopt more sustainable travel choices by:

- ❑ Reducing the need for travel and the number of car journeys, especially at peak times
- ❑ Encouraging people to choose active travel and public transport
- ❑ Improving the efficiency of the transport network and making better use of our road space
- ❑ Encouraging and leading the uptake of zero emission vehicles in freight, public and private transport



## DELIVERING INCLUSIVE GROWTH

Ensuring that as Leeds continues to grow, this is inclusive and benefits all our citizens and communities. The Leeds Inclusive Growth strategy sets out 12 big ideas to encourage inclusive growth. In order to support the delivery of inclusive growth and make Leeds an attractive city for business to grow and invest in, we are going to:

- ❑ Support individuals to access more employment opportunities through a comprehensive transport network
- ❑ Develop and regenerate places through continued investment in transport infrastructure
- ❑ Improve productivity by investing in a more time and cost-efficient transport system
- ❑ Lower the cost of mobility, ensuring transport is affordable and accessible for everyone



## IMPROVING HEALTH AND WELLBEING

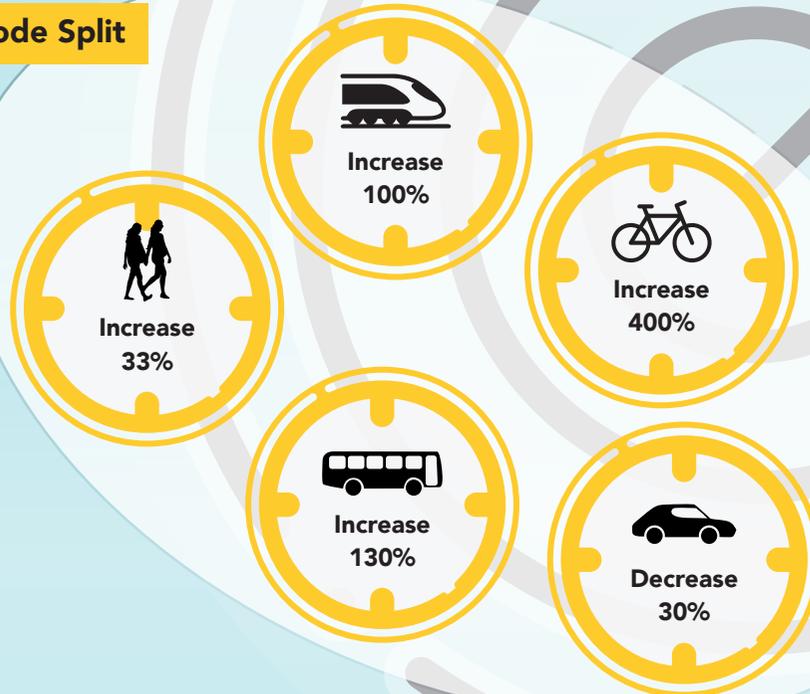
The Health and Wellbeing strategy sets out 12 priority areas to help Leeds become the best city for health and wellbeing. We want Leeds to be the most active city in England and our priority is to get more people active more often. To improve health and wellbeing we are going to:

- ❑ Ensure walking and cycling are the first choice for the shortest journeys improving physical and mental health
- ❑ Reduce the negative effects of transport on our local communities, improving air quality and reducing CO2 emissions
- ❑ Help make Leeds the best city to grow old in and a child friendly city through making streets accessible to all
- ❑ Eliminate road danger by adopting a Vision Zero approach to road accidents

# Targets

In order to achieve our strategic vision for Leeds to be a city where you don't need a car, our overall target comprises of four components:

## Mode Split



## Climate Emergency

The Council is committed to making Leeds carbon neutral by 2030.

## Distance Travelled

To support our mode split targets, we need to reduce the length of car trips made in the city by 30%. That is on average 900 car miles per year.

## Vision Zero

Zero people killed or seriously injured on Leeds roads by 2040.

# Together we can do this

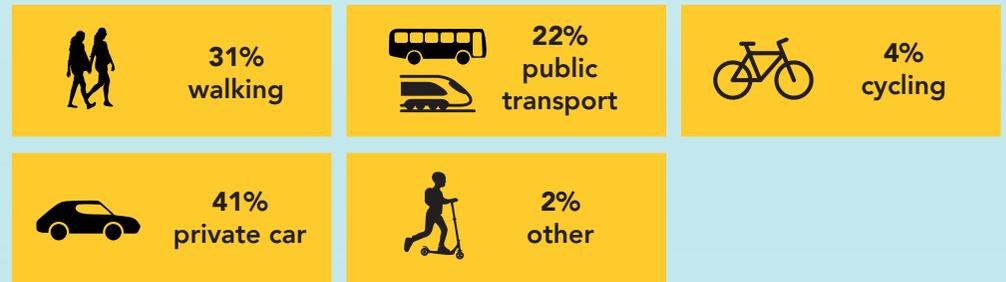
We know that we can only achieve our vision and overarching objectives if everyone works together collectively.

The Big Leeds Climate Conversation identified that 94.8% of respondents believe that the climate is changing, and that 93.5% believe that climate change is due to our own human activity. We know we must act now and together we can do this. We already know that people are helping reduce CO2 emissions from transport, with 67.1% of people already walking and cycling the shortest journeys less than a mile. We also know people are travelling to work less with more people working from home as a result of the Covid-19 pandemic reducing daily traffic levels throughout the city.

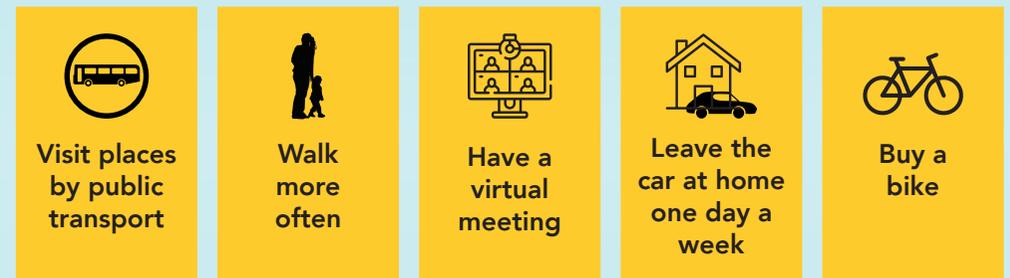
Our targets are ambitious and may seem out of reach but if everyone makes a small change then it will equal a bigger change. Our targets are set across Leeds but we know that the different characteristics of our district will mean different choices in different locations. For those living in rural communities, it may be too long to walk or cycle to the local shop, but your contribution could be that your next vehicle is electric. For those who live in urban locations, you may be able to walk, cycle and use public transport more and use the car less than our targets set out. We know that people are willing to change; the Big Leeds Climate Commission identified that people were willing to change to an electric vehicle, use public transport more and collect deliveries from a central location.

## What can you do to be 10% better?

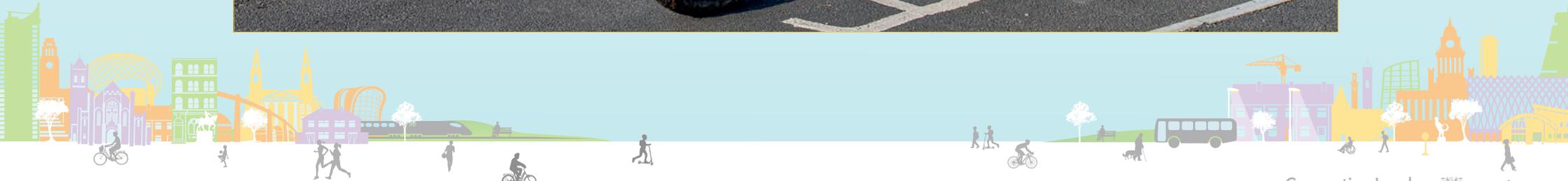
In response to our strategy consultation, 58% of respondents were likely or very likely to change to a lower carbon transport mode. In 2030, we need private car trips to account for only 41% of trips you make in Leeds if we are to meet our targets. That means we need to walk, cycle and use public transport more. Our average trip type across the district needs to be:



We know that changing how you travel can be difficult, but the measures detailed in the strategy are designed to help make changing how you travel easier. Making even the smallest of changes can make a difference to reduce carbon emissions and we are working hard to ensure we help make this happen. If we all made one small change every day this will make one larger change - together we can do this #teamleeds.



▼ A cyclist using new cycle facilities on the Outer Ring Road.



# Context

This Strategy outlines how we propose to plan and invest in the transport system of Leeds to meet the mobility needs of our citizens, workers and businesses in the future.

This document contains a set of principles which will guide investment in transport so that it will serve a future Leeds that will be home to more people who enjoy living and working in a better environment. In Leeds, we aim to put people first and create a city that is distinctive, sustainable, ambitious, fun and creative for all.

## Purpose

This strategy, alongside the Inclusive Growth and Health and Well-being strategies is one of a series of policies that outlines how the Council plans to deliver its aim for Leeds to be the best city in the UK, with a compassionate and caring strong economy, which tackles poverty and reduces inequalities. The diagram on page 10 demonstrates where the transport strategy sits amongst wider Council and regional strategies.

The strategy also outlines at a city level how we will work in partnership with the West Yorkshire Combined Authority to deliver the West Yorkshire Transport Strategy *'for the Leeds City Region to be a globally recognised economy where good growth delivers high levels of prosperity, jobs and quality of life for everyone'*.

It also fits with the Government's and Transport for the North's strategic plans for the North of England, which are needed to achieve a levelling up of the UK economy, increasing productivity and talent. The strategy is also aligned with the Department of Transport plans for the decarbonisation of transport, future mobility and walking and cycling strategies.

The strategy supports our Child Friendly and Age Friendly Leeds aspirations.



## Consultation

In 2016, we started a transport conversation because we wanted to hear how transport is personal to you and what you think the priorities for improving transport in Leeds should be. In developing this draft strategy we have taken on board your feedback. You made it clear that congestion is a real problem, making you late for work and appointments as well as impacting on the movements of goods and the reliability of public transport. A reliable journey is important for quality of life, access to employment, education and opportunities, as well as your health and wellbeing.

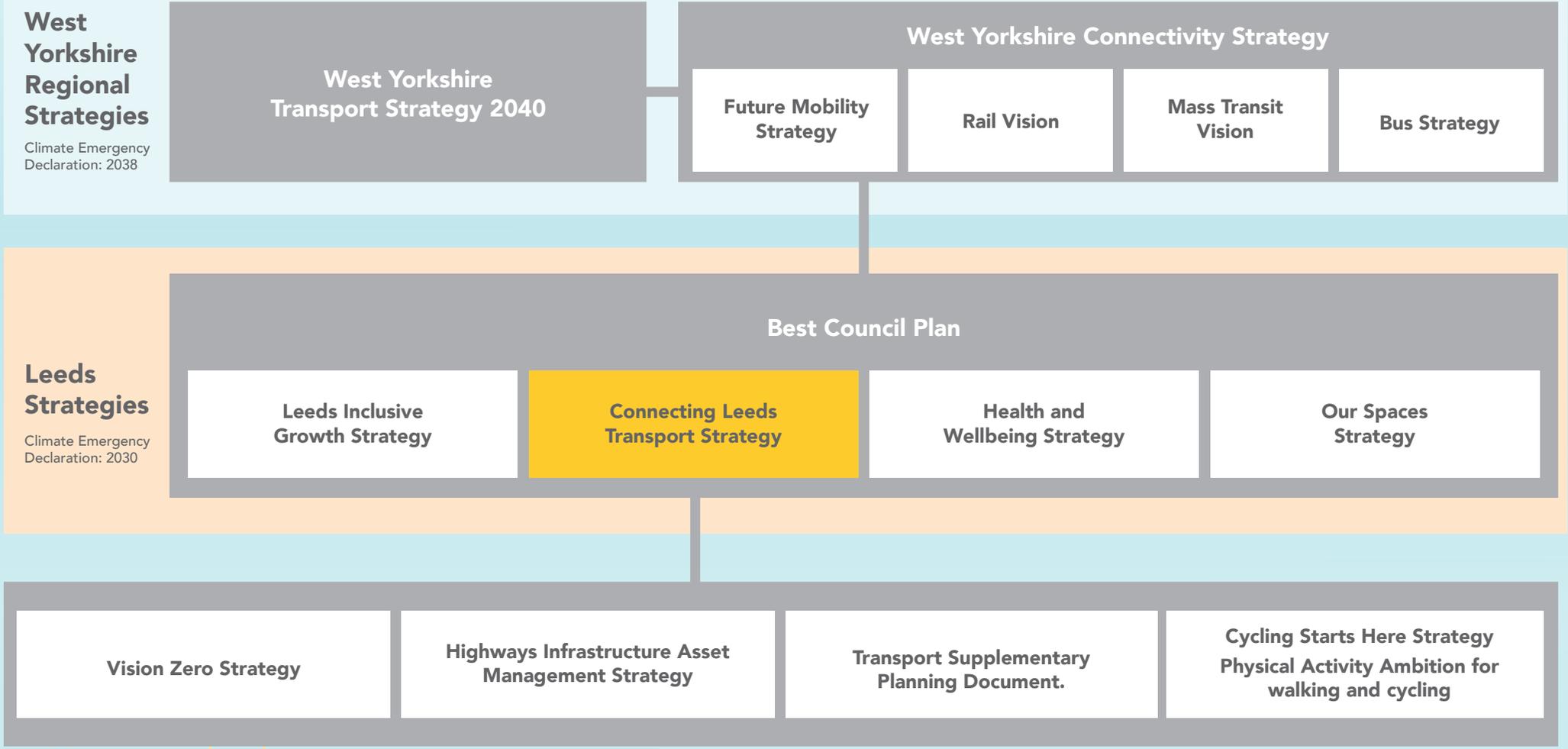
In early 2021, we continued the transport conversation and we consulted on a draft strategy and have been listening to your responses. This is the final strategy which has been updated to reflect the feedback you've given us. The full consultation report is available on the Connecting Leeds webpage.

We will continue the transport conversation to understand the different choices and barriers that influence travel behaviour, as well as exploring what residents, communities, businesses, and key stakeholders think about our future transport proposals for Leeds.



# Policy Setting

This page sets out how the Connecting Leeds Transport Strategy informs, and is informed by other Leeds City Council strategies and wider West Yorkshire Combined Authority strategies.



# Leeds: The gateway to the north

Leeds is the biggest city in Yorkshire and also its economic hub. The city is a strategic transport hub and a centre for local, regional, national and international travel.

Leeds is central to the North of England, connecting the city region with the north, to Manchester, Newcastle and beyond. Leeds Station is already the busiest station in the North of England, and through planned enhancement of existing links and delivery of new ones, the station's role as a hub providing long distance, low carbon mobility will be strengthened. The city is also central to the Motorway network with the M1, A1(M) and M62 all converging within the Leeds District.

High Speed 2 will see enhanced connections with London, Birmingham and Sheffield making it easier and quicker to travel. Northern Powerhouse Rail will unlock the true economic potential of the North and will transform connectivity to other northern cities, reducing journey times and improving access to the Leeds City Region. The Transpennine Route Upgrade will enhance connections to Huddersfield and Manchester, providing reliable connections and quicker services.

Leeds Bradford Airport is the international gateway to Leeds and wider city region, and performs a key role enabling economic growth. We know that aviation growth and meeting zero carbon targets are fundamentally incompatible until such a time as new technologies are developed. However, as this is not just an issue effecting Leeds, we have called upon central government to include aviation in national carbon reduction targets and to invest in research and design which would create new jobs in cleaner aviation technology. We have also called for investment in invest in HS2 and Northern Powerhouse Rail to provide reliable alternatives to domestic flights and flights to near European neighbours alongside the introduction of a frequent flyer levy.



# Transport in Leeds

The development, growth and success of Leeds shows how major investment in transport infrastructure has supported the development of the city we have today - from the completion of the Leeds Liverpool Canal in 1816, to the Victorians who secured the city's central position on the railway network.

With the emergence of the 'motorway city' in the 1970s, and the car centric planning that followed, Leeds also became well connected to the rest of country via the motorway network. This allowed people, goods and services to travel easily and allowed Leeds to grow.

Over the last decade our city has experienced a rapid transformation, with urban regeneration accompanied by a flourishing cultural scene, thriving entertainment and nightlife, an unrivalled retail offer alongside a growing reputation for independent food and drink all of which is set within a city centre with a stunning heritage, with over 3,300 listed buildings in the city.

However, the transport mix now needs to change to become more inclusive and sustainable. Leeds is in a new era where no single type of transport will be dominant. We want to enable individuals to have access to a range of affordable low carbon mobility choices which, together, will connect everybody with everything.

Our investment in the transport system must support the development, growth and success of the city, continuing our investment over the past decade to improve the quality of travel within Leeds. 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, thereby reducing congestion. 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 provide rail Park and Ride provision.

Alongside this, we have been working hard to make active travel the preferred choice for short journeys. Walking now accounts for 81% of the shortest journeys made. 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.

For us, every journey matters, and we are already working hard to continue delivering the step change in people's end to end journey experience. Through the work of Connecting Leeds we are investing in our public transport experience, delivering new gateways in the city centre, public transport corridors, park and ride options and more walking and cycling facilities.

Over the next decade the way we manage the transformation towards a more active and green city, with reduced dependency on the private car, will need further significant investment, to ensure people can get to where they need to go by the lowest carbon and most sustainable forms of transport.



172km  
of cycle  
network

4 NEW  
Park &  
Ride Sites



## Greek Street Pedestrianisation

Greek Street was pedestrianised and subsequently re-surfaced to become a destination street. This has resulted in the creation of over 250 new jobs and 100% occupancy of bars and restaurants.

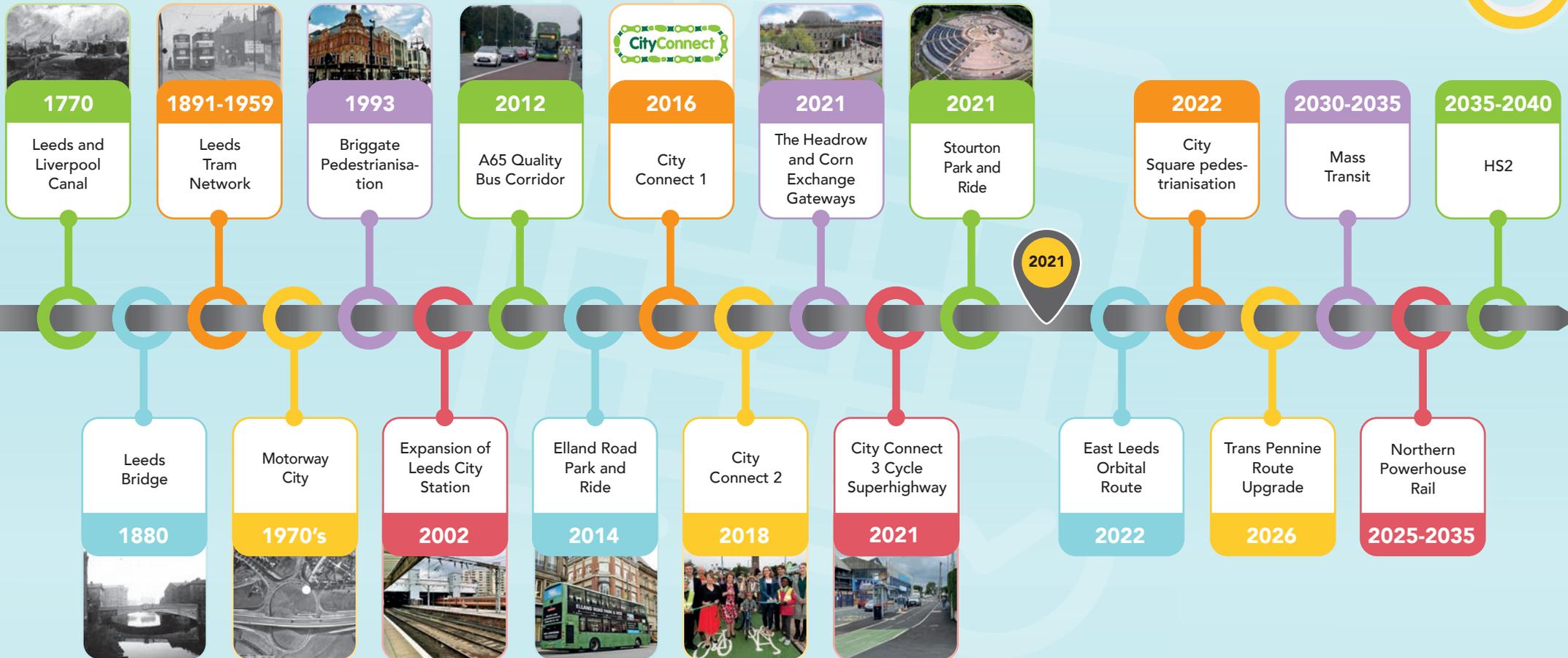


Note: These figures were produced pre Covid-19 pandemic.



## Major investment in transport infrastructure timeline

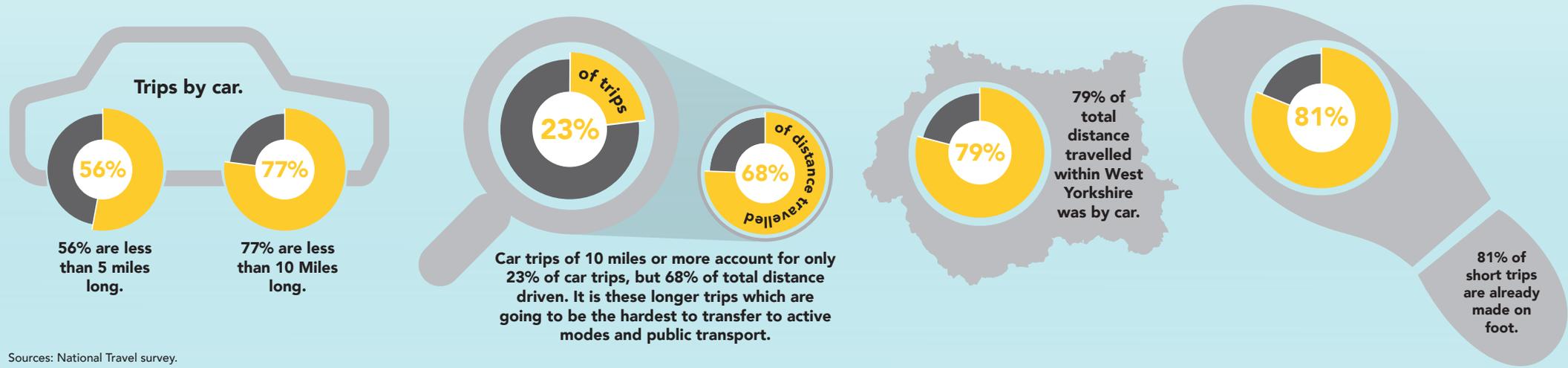
Our past has shown how our transport has met the needs of our city and adapted as our city has grown. For us, every journey matters and we are already working hard to continue to deliver the level of investment into the future required to provide a step change in people's end to end journey experience. Through the work of Connecting Leeds we are investing in our public transport experience delivering new gateways in the City Centre, public transport corridors, park and ride options and more walking and cycling facilities.



# Trends in travel

We need to facilitate a reduction in longer trips, to help to encourage a shift to active modes.

We are already walking and cycling more, with 81% of trips up to a mile in length already being undertaken on foot and 30% of trips between 1 and 2 miles. We need to reduce the average mileage of car trips per year by 30%, that's an average of 900 miles per annum per person.



Sources: National Travel survey.

## Distance Travelled

We want to reduce the average distance travelled per person by 10%. This equates to 630 miles per year per person.

### % of trips undertaken on foot



# An inclusive Leeds

We are clear that whilst our vision for Leeds is to be a city where you don't need a car, there is still a lifeline role for private vehicles in the city. For disabled and older people or those with a mobility impairment, a private vehicle can be the only choice available for their mobility needs. There are benefits of reducing car dependency, this allows for highways to be repurposed, to create wider footways with seating areas or enable public transport to access more places. Where car trips are required, these should be undertaken by alternatively fuelled vehicles and the strategy details how we propose to support the change. Whilst we are working to create a more accessible system, in both definitions, we need to maintain access to key locations. You told us that:

- Walking long distances can be a barrier to accessing certain locations and using public transport, where a change of service is required.
- Disabled parking bays are vital and should any bays need to be removed, these must be replaced and locations consulted on ahead of any changes.
- Taxi ranks play an important role in helping in getting people around the city and need to be located at key locations.

We are already working with stakeholders to ensure the improvements we make meet the needs of everyone. Our work so far includes developing a street charter in order to reduce the barriers to travel and trialling infrastructure ahead of implementation. In line with our responsibilities under the Equality Act 2010, we will continue to ensure that all new transport infrastructure and information are designed to be accessible for everyone including older and disabled people. We will continue to work with partners such as the West Yorkshire Combined Authority and the bus operators to ensure all elements of the transport network are designed to be inclusive and accessible to everyone.



There are two definitions of accessibility in Transport:

**Accessibility:**

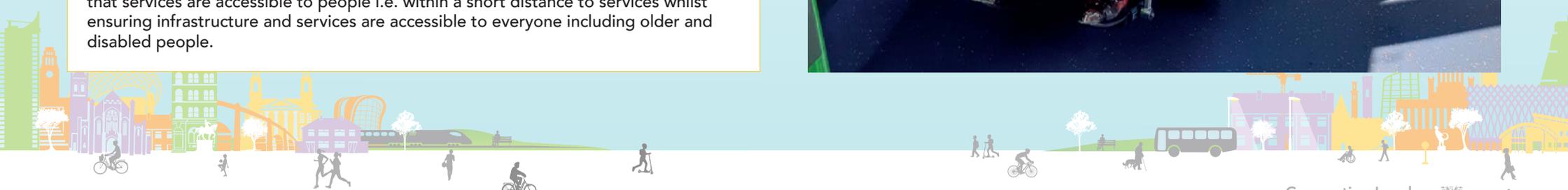
the quality of being easy to obtain (access) or use

OR

**Accessibility:**

the quality of being easily reached, entered, or used by people who have a disability.

Both definitions are equally important to achieve our vision. We need to ensure that services are accessible to people i.e. within a short distance to services whilst ensuring infrastructure and services are accessible to everyone including older and disabled people.



# CASE STUDY

## Cookridge Street

The Council worked closely with disabled user groups to ensure the design of the new public realm area on Cookridge Street is accessible to all users.

Cookridge Street previously operated as a one-way road with a contra-flow cycle lane and on-street car parking, including blue badge bays. Temporary pedestrianisation of the street had been trialled in the summer. The scheme proposed to pedestrianise the space permanently, removing all motor vehicle traffic and the on-street car parking. This created a new space for people to sit and relax in the city centre in a quiet, car-free environment. It allowed us to deliver new trees and soft landscaping, which helps to enhance the city centre environment.

To maintain and enhance the existing cycle routes, there was a requirement to facilitate two-way cycling through the space. However, the option to design the area as a shared space for cycle users and pedestrians was ruled out early on. Disabled users groups supported the provision of a dedicated cycleway to minimise conflicts between pedestrians and cycle users. The council engaged with access groups to agree an upstand and a surface treatment for the cycleway that would be discernible to blind and partially-sighted users. An upstand was chosen that was legible for blind and partially-sighted users, as well as permeable for wheelchair and mobility scooter users. A surface treatment for the cycleway was chosen that provided a colour contrast with the surrounding paving, while harmonising with the surrounding heritage buildings.

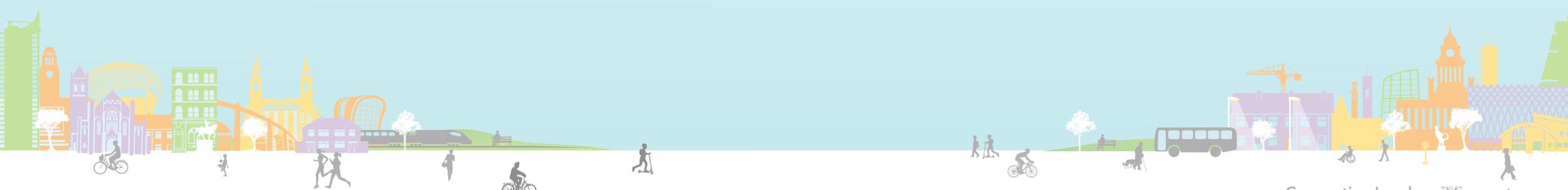
Disabled users groups advised us that they wanted a safe way to cross the cycleway. We provided zebra crossings over the cycleway at various useful locations. These give pedestrians priority over cycle movements and include red tactile paving (including a tactile tail) to ensure they can be identified by blind and partially-sighted users.

Disabled user groups told us that the blue badge parking in Cookridge Street was valuable for access to the city centre core. All four of the spaces on Cookridge Street were relocated to nearby St Anne's Street. This approach had previously been trialled during the temporary summer pedestrianisation schemes. In addition, five new blue badge spaces were created on South Parade to serve this side of the city centre core more generally.



We ensured the space had plentiful seating and benches that are accessible to wheelchair users, as disabled users emphasised the importance of rest spaces for making the space accessible for everyone.

Disabled users also emphasised the importance of drop-off and pick-up areas to make the space accessible. A bay that can be used for pick-up and drop-off by private cars and hackney carriages was created on the north side of the public realm space to meet this need.



# Challenges and Opportunities

There are a number of challenges that face the city, that transport must play a part in tackling. We've made some really good progress so far in tackling them but there also further opportunities which will enable us to achieve our vision for Leeds.

## Addressing the Climate Emergency

Climate change, which is primarily caused by CO2 emissions, is one of the greatest challenges to humanity today, having detrimental impacts on both society and the environment internationally, nationally and locally.

In March 2019 the Council declared a "Climate Emergency". The West Yorkshire Combined Authority alongside the four other West Yorkshire authorities and other UK authorities have also done so, highlighting the urgent need to address these impacts. In Leeds, we have an ambition to become a net zero carbon city by 2030.

Transport contributes up to 40% of carbon emissions in Leeds, so it is clear that we need to take action to reduce these emissions.

Leeds City Council are working with the independent Leeds Climate Commission, who has developed science-based carbon reduction targets that are based on Leeds per capita 'share' of the global carbon budget. These targets show the extent of action that will need to be taken across all sectors.

Leeds has achieved a reduction of 43% in emissions from its 2005 baseline, largely as a result of decarbonisation of the electricity grid.



**Leeds can become carbon neutral by 2030. In order to do this we must achieve a further reduction of 27% by 2025 and an additional 15% by 2030, equating to an overall reduction of 85% from our 2005 baseline.**

*Leeds Climate Commission*



**REDUCTION IN  
OVERALL CO2  
EMISSIONS  
SINCE 2005**

The work of the Leeds Climate Commission indicates that only changing vehicles to zero emission can deliver the carbon reduction targets. However, the electrification of the vehicle fleet alone is unlikely to happen at the required rate to meet the 2030 target. Electric Vehicles require electricity, which at this moment in time doesn't fully come from renewable sources and is unlikely to be fully non-carbon by 2030 as central government are working to at 2050 de-carbonisation target. We need to do more not only to encourage the uptake of zero emission vehicles but also encourage a modal shift away from private vehicles, which in-turn will reduce the number of vehicles in the city.

At the same time, current levels of public transport infrastructure investments alone are unlikely to alone deliver sufficient incentives to significantly change behaviours or deliver the desired modal shift to reduce carbon emissions.

Transport must therefore respond to the Climate Emergency. To reduce the contribution that transport currently makes to carbon emissions in Leeds, we need to reduce the need to travel, reduce our reliance on private cars and increase travel by active modes and public transport.

Addressing the Climate Emergency is an unprecedented challenge of a scale we have not faced before and Leeds City Council alone will be unable to ensure we hit our Climate targets without the support of the citizens and businesses of Leeds.

We need to ensure that the infrastructure we deliver now is resilient to future changes in the climate. This may involve providing more shade, better surface run off and the use of different materials.

The Climate Emergency also means we need to focus on biodiversity and supporting existing habitats, migration routes and plant species. We need to ensure that mitigation is adopted where biodiversity is affected.

## Economic growth that benefits everyone

As one of the most diverse economies of the UK's main employment centres. Leeds, like the rest of the UK, has been impacted by the coronavirus pandemic. Large cities have been especially hit by the pandemic, with forecasts predicting it to take between 1 – 4 years to return to pre-crisis levels of economic activity.

The Transport sector has been significantly impacted by the pandemic, we have seen an unprecedented drop in demand and uncertainty over future travel patterns. We know that employers are already investigating hybrid models of working, maximising the use of technology to best serve their needs reducing the need for people to travel regularly. We simply don't know what the long term impacts on business and individual travel behaviour will be, but we do know that people need to be connected and have access to opportunities.

Leeds has one of the most diverse economies of the UK's main employment centres and has seen the fastest rate of private-sector jobs growth of any UK city. Our economy has key strengths in financial and business services, advanced manufacturing, health, creative and digital industries. The city's universities and teaching hospitals are major innovation assets and Leeds performs well in terms of business start-ups, with strong growth in digital and medical technologies, telecoms and creative industries.

Northern cities like Leeds have faced decades of under-investment, as a disproportionate amount of funding has been directed to London and the South East. Rebalancing the national economy is needed more than ever and remains a huge priority, and we are working closely with our neighbouring towns and cities to make the case for change. Our cities and regions are drivers of growth, as well as international hubs and centres of innovation where local people know what is best for their communities.

Investment in the transport network has supported a 17% increase in jobs between 2009 and 2018. Investment in rail infrastructure has enabled the city centre to grow, with a 70% increase in rail commuting between 2001 and 2011. Despite this growth Leeds suffers from underperformance in terms of productivity and job density in the city centre, as well as high levels of deprivation in some neighbourhoods. Raising productivity remains a big challenge, especially as Leeds has a vision for significant future growth, increasing the size

of the city centre through the South Bank regeneration project, but also spreading growth beyond the centre throughout the district, whether that is to strategic growth locations or local centres.

In many cases poor transport acts as a barrier to mobility and the effectiveness of the labour market. What is increasingly clear is that we simply cannot return to pre-pandemic levels of congestion, crowding and unreliability on our transport network if we are to deliver economic growth, increase our productivity and job density, and tackle deprivation. Investment in transport infrastructure is a key driver of a city's ability to continue to grow and prosper.

### Covid-19 Pandemic

The coronavirus pandemic has brought about immediate effects on the Leeds economy:

**115,000**  
workers  
furloughed.

**92% increase**  
in claimants of Universal  
credit between March  
and August 2020.

**35% reduction**  
in city centre  
footfall levels.

**60% reduction**  
in traffic levels in  
April 2020.

## Transport and the Economy

KEY  
FACTS

### Productivity

Productivity is commonly defined as a ratio between the output volume and the volume of inputs.

Each worker within Leeds produced an average of £51,300 annually which is higher than the Leeds City Region average of £46,400, but lower than the national average of £54,300.

### Density

Long term, increasing density of the city centre will be important. The effective density of the city centre increases if its level of accessibility increases, since it becomes easier to travel between areas of employment. This can lead to an increase in productivity and support a comprehensive transport system that increases both connectivity and accessibility.

### Deprivation

Leeds is ranked 31 out of 326 local authority districts for deprivation, where 1 is most deprived. The 2011 census showed that 32% of households in Leeds do not have access to a car and in many cases poor transport acts as a barrier to mobility and the effectiveness of the labour market.

<sup>1</sup> Economic Drivers for Transport Strategy – Volterra 2020

## Capacity

The rail and road networks in Leeds are already at or near capacity during peak times on weekdays. We need to provide additional capacity on public transport and for active modes in the city to allow the city to continue to grow.

You have made it clear that congestion is a real issue, making you late for work and appointments as well as impacting on the movements of goods. Unreliable public transport also impacts your travel choice with a reliable journey essential for quality of life, access to employment, education and opportunities, as well as your health and wellbeing.

We need to ensure that our network is resilient and has the ability to adapt to changes. Our planned infrastructure investment will pose further network resilience challenges in the years to come. The Council will balance the impact of construction with the future benefits of a scheme whilst ensuring the city is kept moving and open for business.

With our transport network full and space in our city limited, responding to the future demands of increased mobility in the city has to start with making more of what we have

by re-balancing the way we allocate transport capacity. Moving people more efficiently means giving priority to modes of transport that deliver the most benefit in terms of efficiency, reliability and space, as well as supporting safe and sustainable environments – such as the train, bus and mass transit. It also means giving more space to walking and cycling which are carbon neutral.

The road space allocation diagram (below) shows that private vehicles are inefficient at moving people around the city. Through prioritising public transport and active modes, we can improve capacity and also encourage people to move around the city more efficiently. We want to focus on moving more people around the city, rather than more vehicles.

Walking and cycling capacity in key areas through the city are restricted from vehicle dominated environments and a lack of available space for dedicated facilities. We know this will constrain further growth in walking and cycling and have already started work to increase capacity through investment in active travel infrastructure across the city and the Our Spaces strategy.

## Road space allocation



### PRIVATE MOTOR VEHICLES

2,000 people per hour



### DEDICATED BUS LANES

9,000 - 17,000 people per hour



### BIKE LANES

3,600 - 7,200 people per hour



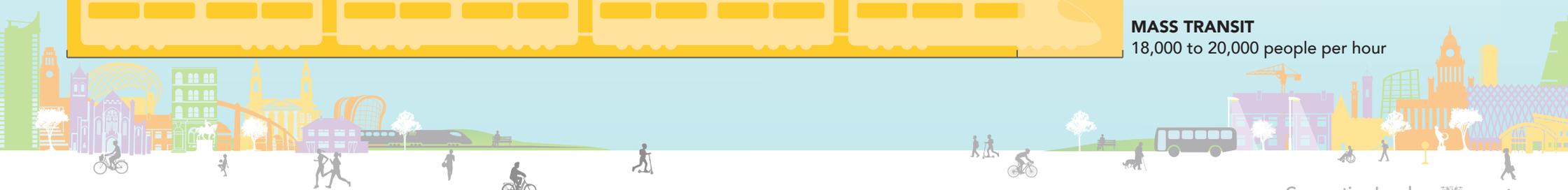
### FOOTWAY

19,000 people per hour



### MASS TRANSIT

18,000 to 20,000 people per hour



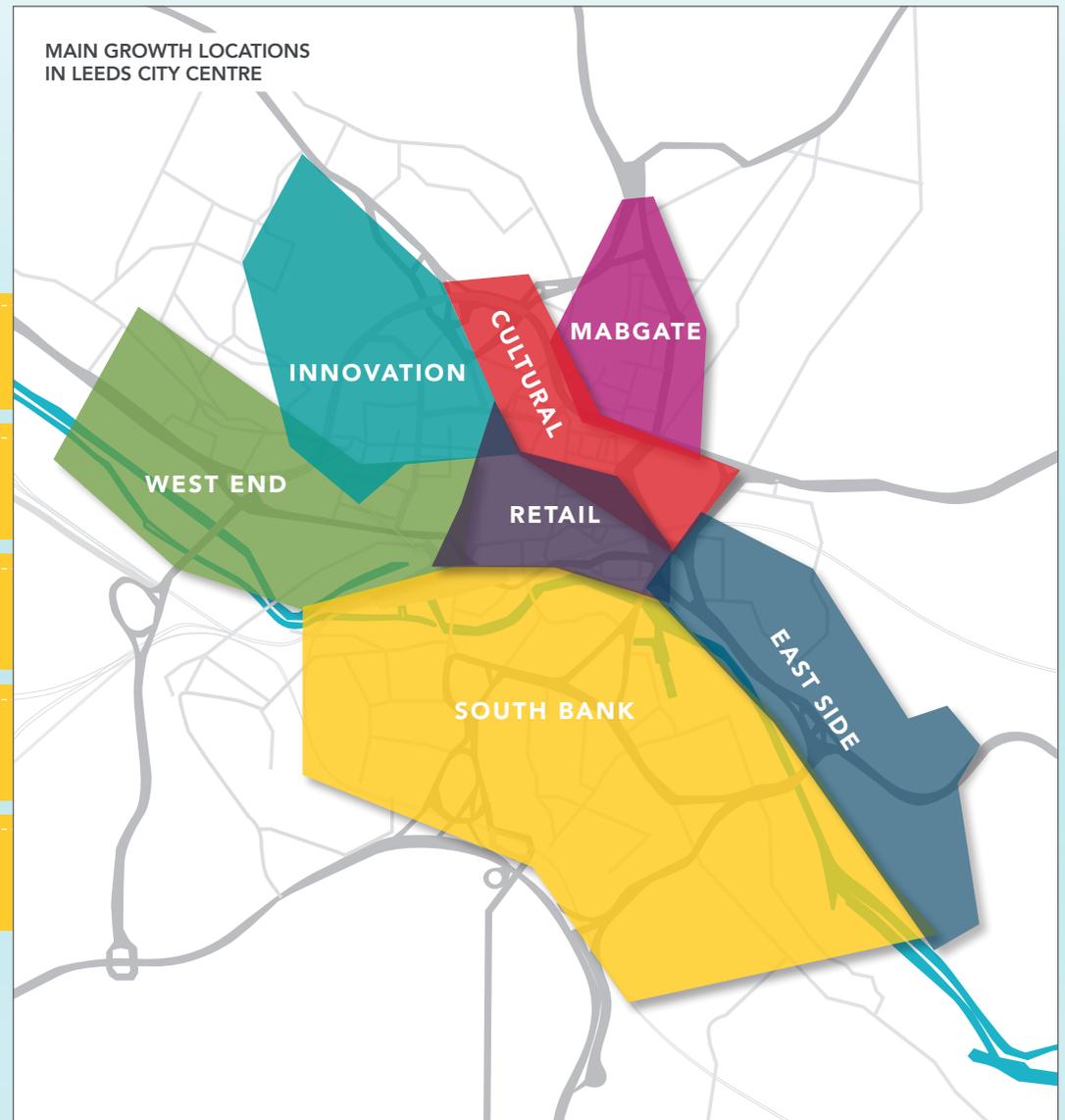
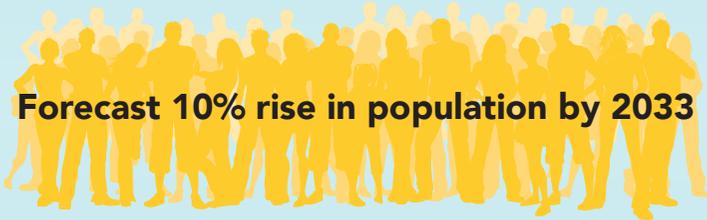
## Accommodating Future Growth

The population of Leeds is forecast to rise from about 780,000 in 2017 to 860,000 (+10%) in 2033. This population growth raises major challenges for Leeds, combined with an ageing population, we will need to adapt to this challenge and implement innovative solutions to meet the future needs of the city.

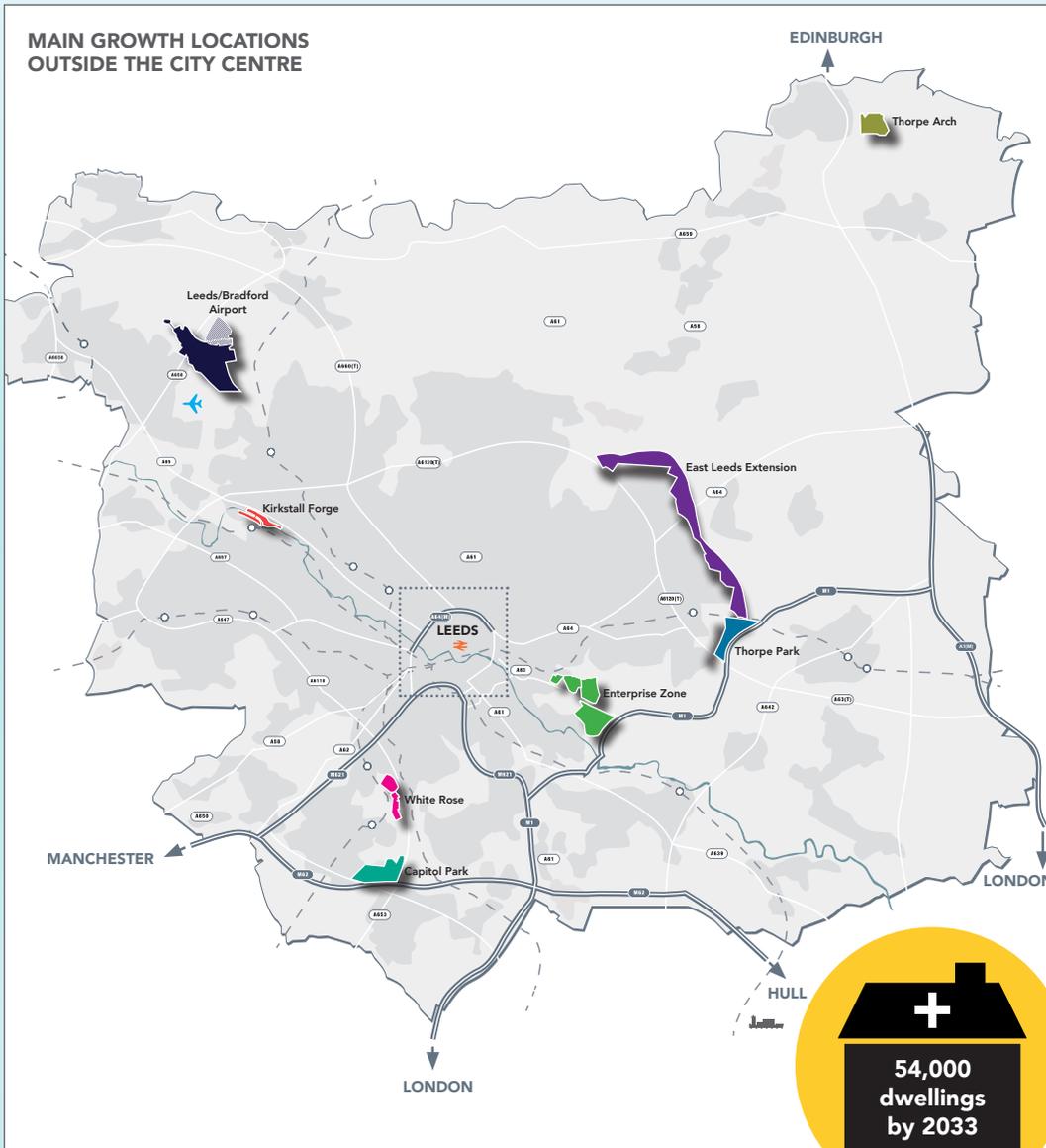
Leeds has an ambitious strategy to expand the size of the city centre. With major investments at Quarry Hill, Leeds Dock, Wellington Street, the Innovation District and the South Bank including:

- New jobs, new homes, a new city park and a revitalised waterfront in the South Bank, as one of the most significant regeneration projects in Europe
- An Innovation District around the universities and hospital
- Rebuilding Leeds Station, the busiest transport hub in the north, including HS2 and Northern Powerhouse Rail
- Supporting development and regeneration of Quarry Hill, Eastgate, and the West End
- Infrastructure to connect people and communities in the city centre fringe to the city centre

**Forecast 10% rise in population by 2033**



Reducing reliance on cars and promoting high density city centre developments will also serve to reduce the demand for car parking, releasing land for more productive use, like open public spaces, new homes and new employment sites.



## Supporting growth and regeneration throughout the district.

Our focus is also centred on creating jobs close to communities enabling walkable and cycle-able neighbourhoods. We will do this by:

- Strengthening transport links to enable people to access jobs

- Supporting growth and investment in main economic hubs outside of the city centre in the north, south, east and west of the city including:

- Aire Valley Enterprise Zone

- Thorpe Park

- Thorp Arch

- White Rose

- Capitol Park

- Kirkstall Forge

- Leeds Bradford Airport

- Focusing on district and local centres, ensuring economic growth is within local communities through local job creation, thus helping to reduce commute distances.

The Local Plan identifies a significant new housing requirement of just over 54,000 dwellings by 2033.

We will ensure housing growth is linked to the creation of healthier, better connected neighborhoods throughout Leeds. We will also ensure that the extensive planned growth will be inclusive for all and will ensure alternative modes of travel are accommodating for all user groups.

## Meeting the needs of the whole district

Our district is characterised by different geographies, our rural areas are dominated by lower populations that are spread out across a larger area. This can make the delivery of schemes and the operation of conventional public transport difficult as there is lower demand. Rural areas in Leeds are key destinations for visitors whether that's to a market town, country park or visitor attractions.

The transport needs are different rural areas, but this doesn't necessarily mean that solutions are necessarily different. Many car journeys undertaken in rural areas are short and could transfer to active modes where conditions allow.

## What we are already doing

The strategy outlines clear steps that we are going that will enable the decarbonisation of travel in rural areas.

These include but are not limited to:

- Installation of new Electric vehicle charging points.
- Investing in local schemes, installing new pedestrian crossing facilities, 20 mph zones.
- Demand Responsive Transport Trial - a trial new form of bus travel in east Leeds.

## Long term planning and funding

The challenges of rural transport are not unique to Leeds with the Department for Transport having launched a call for evidence on the Future of Transport: rural strategy. We need to better understand what further solutions are right for rural areas and we are committed to undertaking a further study as part of our first Action Plan.



▲ Opening of Castleford Greenway - October 2020

## Creating a healthy and caring city for all

Leeds has a relatively strong position on a number of health and social care indicators compared to other Core Cities, and there have been some notable improvements such as smoking reduction and people surviving longer with long term conditions.

Challenges still remain, particularly with improvements in life expectancy for those living in the most deprived areas, who continue to have poorer health. In line with national trends, gaps have widened between our most deprived and least deprived communities.

We acknowledge the importance of improving mental health and the impact it can have on individuals throughout the city. Overreliance on car travel – particularly for short journeys – is one of the main contributors to a lack of physical inactivity which is linked to long term conditions such as heart disease and cancer, the biggest causes of premature death.

Overall, health in Leeds remains worse than the English average and, therefore, improving public health outcomes for the citizens of Leeds is a key priority of the City Council.

## Addressing Poor Air Quality

Road transport is by far the largest source of air pollutants that are the most harmful to health – nitrogen dioxide (NO<sub>2</sub>) and particulate matter. Air pollution affects everyone, but has a disproportionate impact on the most vulnerable in society: young people, older people and people existing ill health. The annual cost to society of the health impacts of particulate air pollution alone in the UK is estimated to be around £16 billion. Polluted air is the biggest environmental risk to our health in the UK. It is estimated that up to 36,000 people die early every year as a result of long term exposure to air pollution. (Source: Public Health England, 2019)

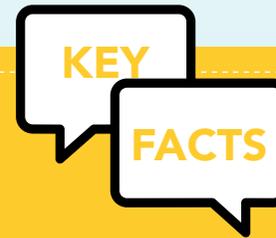
In recent years, we have taken action to improve air quality across the city through initiatives to modernise fleets, especially with bus, taxi and private hire operators. These measures have been successful in bringing air quality in Leeds below the targets set by government.

## Improving the local environment

Road transport is dominating our local communities, discouraging people from walking and cycling or using streets as places to connect. A reduction in the number of vehicles can allow for road space to be re-allocated to create safe environments for communities to walk, cycle and enjoy. Street space can also be re-purposed to provide additional seating and to plant more trees.

## Road Safety

Road safety in Leeds has been improving with a reduction in the number of road casualties for the third consecutive year however the number of people killed or seriously injured has increased by 4% in 2018. We have started taking action through the delivery of 20mph zones across Leeds, an annual programme of education, training and campaigns and provision of new infrastructure for the most vulnerable users, pedestrians and cyclists.



## The health and wellbeing of our city



34% of children aged 11 in Leeds have an unhealthy weight.



One in five adults in Leeds is inactive and physical inactivity is our 4th largest cause of disease and disability



37,000 older people in Leeds experience social isolation or loneliness.



105,000 people in the city suffer from anxiety and depression.



Leeds has six Air Quality Management Areas.



In 2018 there were 1,995 road casualties in Leeds, with 337 people killed or seriously injured.

Sources: Leeds City Council.

## Responding to the impacts of the Covid-19 pandemic



The Covid-19 pandemic has brought about unprecedented changes to the way we live our lives. It is a new challenge upon our existing challenges but it also offers opportunities to do things differently and bring forward our plans detailed in this strategy. It is true that we simply do not know the long term impacts of this pandemic on how we live and work and our mobility patterns and choices. But what we do know is that Leeds can grow back with a stronger economy, a more inclusive society, and as a greener, healthier city than before.

Cities are crucial in delivering the UK's economic growth. While cities form only 9% of the UK's land mass, they account for 54% of its population, 60% of jobs and businesses, and 62% of economic output.

The Leeds Economic Recovery Framework sets out how Leeds can respond to the Covid-19 pandemic – setting out how investment in transformational infrastructure projects will enable more people to access more jobs and allow enterprise to start in the city. The recovery approach is centred on the need to:

### ■ Respond.

Where required, continue to take immediate actions to support businesses, workers and the economy as we have done since lockdown in March 2020.

### ■ Reset and Renew.

Ensure we understand the challenges and opportunities that we face in recovery and that we have a clear focus and direction on the projects and partnerships that will address them.

### ■ Build Resilience.

Maintain a long term view of our aspirations to deliver inclusive growth, address the climate emergency and be the best city for health and wellbeing. Ensure that our decisions lead us towards these goals.

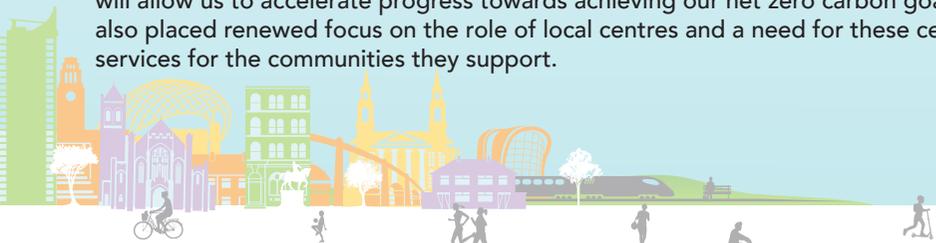
We have adopted this approach to our immediate transport priorities and investment into the city as outlined over the page.

The way we travel has changed during the Covid-19 pandemic, but whether these changes are temporary or permanent is still uncertain. In April 2020, we witnessed a 60% reduction in vehicle trips in comparison to the same week in 2019 across the city as a result of lockdown. By September 2021, traffic flows had increased and in some location exceeded pre-pandemic levels but morning peak hour was down on the same week in 2019. What hasn't happened is a return in public transport patronage. Nevertheless, the pandemic does present opportunities to encourage use of a broader range of transport modes than before and importantly to reduce the overall need to travel as people continue to work from home. Reducing the need to travel and changing how we travel will allow us to accelerate progress towards achieving our net zero carbon goals. The pandemic has also placed renewed focus on the role of local centres and a need for these centres to provide all services for the communities they support.



▲ The implementation of active travel neighbourhoods.

▼ Orca wands have been implemented in several locations in the city during the pandemic as a quick way to provide segregation between cyclists and motorists.



Respond

By adopting the Respond, Reset and Renew and Build Resilience. Our initial response to Covid-19 has enabled us to accelerate change we were already planning within our transport strategy. This includes:



Widened footways at key locations throughout Leeds



Delivered school streets, restricting vehicle movements around our schools.



Provided a light segregation trial of some 'orca wands' along our city's busiest roads.



Opened a bike hub at Kirkgate Market

Reset and Renew

In May 2020, our initial public consultation relating to our response to the Covid-19 pandemic saw over 25,000 contributions wanting to see more walking and cycling infrastructure across the city. This has informed the next phase of our response which will build on the successes of phase 1 and the work we are already doing across the city. Our Phase 2 response will include;



Road-Space reallocation



New cycle parking opportunities



Active Travel Neighbourhoods

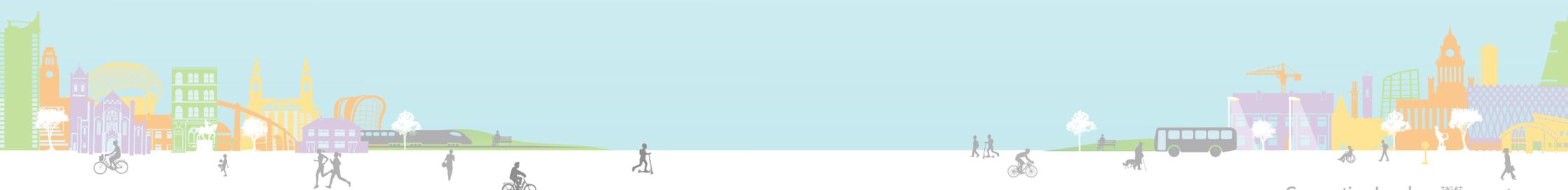


Light Segregation of further cycle routes

Build Resilience

We are maintaining a long term view: these interventions are consistent with our emerging strategy for travel in the city, where walking, cycling and public transport are prioritised.

We know that commitment to investment in transport can help Leeds bounce back and recover from this pandemic. These actions will contribute to the Leeds Economic Recovery Framework and the West Yorkshire Economic Recovery Plan enabling Leeds to support and lead the regions recovery.



# Big Moves

In order to make Leeds a city where you don't need a car, we have identified six big moves which will be the areas of focus for the Transport Strategy. We believe these six big moves will help us achieve our ambition and our targets.



De-carbonising Transport



Creating healthier streets, spaces and communities



Transform the city centre



Enhance public transport



New technologies



Deliver a Mass Transit Network

Our six big moves are supported by 12 policy areas. It is a combination of measures from these different policy areas that will deliver and ultimately allow our big moves to become successful.

Active travel Infrastructure

Shared mobility and personal mobility

Alternative fuelled vehicles

Rail

Smart ticketing and technology

Parking management

Public transport priorities

Spatial planning and place making

Freight

Community Engagement and Behaviour Change

Park and Ride / mobility hubs

Efficiently managing the network

# Our approach to the Big Moves



## The scale of the challenge

Meeting our pledge for Leeds to become carbon neutral by 2030 will be challenging. Our current policy projection will contribute to a reduction in CO2 emission. However, we need to do more to further reduce emissions. Our policies, including our Bold and Big Moves detailed in this strategy will contribute up to a 43% reduction in CO2 emissions from transport by 2030.

The challenge in achieving net-zero carbon emissions is not one just facing Leeds, it is also facing regional and national government. The Department for Transport are currently working to a 2050 ambition for carbon neutrality. Their policy projections are set out in Decarbonising Transport: Setting the challenge report<sup>1</sup> Recent announcements from central government bringing forward the ban on the sale of fossil fuelled vehicles to 2030 will help reduce carbon emissions but further steps are required to reduce carbon emissions from transport.

Our Big Moves set out our focus areas for the transport strategy. To outline our proposals for each of the Big Moves, we have broken down each move into the following components:

**WE ARE GOING TO CONTINUE TO:**

- This is where we outline what measures we are going to continue to do

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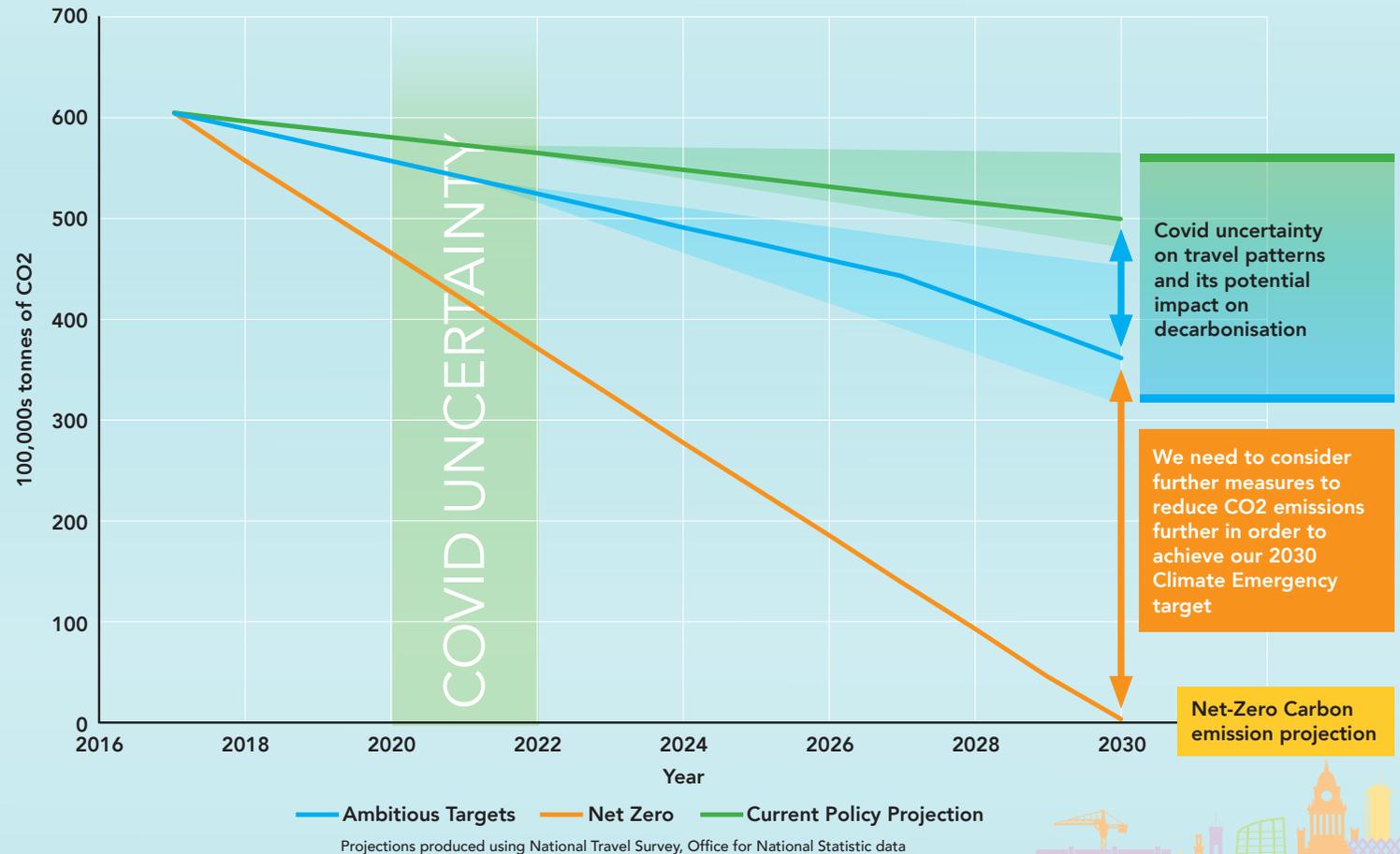
**WE ARE GOING TO:**

- Measures we are going to introduce as part of this strategy to work towards our targets

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**WE MAY NEED TO CONSIDER:**

- Measures we need to consider going forward in order to achieve our targets
- We will require support from Central Government to enable us to make these steps alongside changes to national policy to enable these step



1: Full report available on the Department for Transport webpage.



# De-carbonising Transport

We need to de-carbonise transport in order to achieve our Climate Emergency targets. Our planned low carbon interventions will accelerate further reduction in carbon emissions from transport, but we need to continue to do more. National research has shown that cars and taxis accounted for 55% of all domestic carbon emissions in 2018.

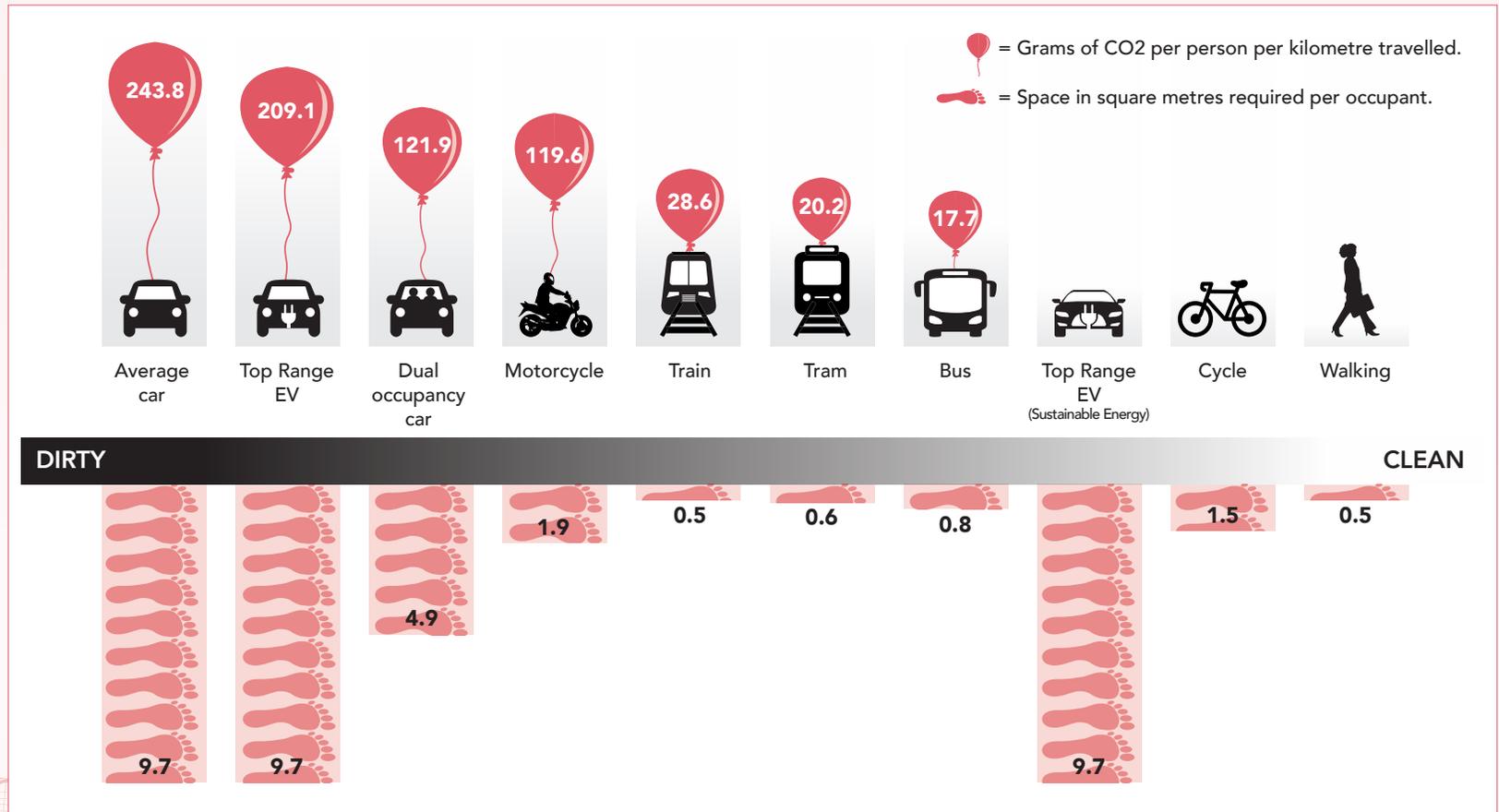
We will continue to investigate the opportunity of carbon capture technologies and support them through the delivery of our schemes. At this moment in time, current and upcoming technologies do not have the capacity to substantially reduce carbon emissions within the next ten years. Therefore we cannot heavily rely on these to meet our net-zero target. We have set out an ambitious green initiative to plant

5.8million trees across the city over the next 25 years. This will support the development of the White Rose Forest, which aims to double tree cover across the city region by 2050. We have also committed to replace each tree with at least three new ones.

## Reducing the need to travel

We want everyone to be able to access the amenities they need, from places to work, places to shop, places of education and to leisure destinations. We want to make it easier to access these amenities in one trip. We also want to make these trips shorter, where more amenities can be accessed closer to home, work or school without impacting on the choice of amenities.

- Shared mobility and personal mobility
- Alternative fuelled vehicles
- Rail
- Active travel Infrastructure
- Parking management
- Public transport priorities
- Freight
- Community Engagement and Behaviour Change





## Mode Shift

Getting more people travelling by public transport, walking or cycling rather than higher carbon emitting modes, such as cars, is a priority. Walking and cycling are the most sustainable forms of travel and are carbon neutral. Motorcycles take up less space than cars and can help reduce congestion by more efficient use of road space. However, they can still emit similar levels of CO2 to private cars. Whilst switching to alternatively fuelled vehicles such as electric cars will also help, electric cars still produce more emissions per person than public transport, walking and cycling, and do not address other issues such as congestion. Encouraging behaviour change is not just about reducing car use, it also offers wider benefits for everyone’s health, for the urban realm through a reduction of vehicles on our streets, and for the environments.

## Alternative Fuels

The shift away from fossil fuels such as petrol and diesel to alternative fuels such as hydrogen and electricity will be fundamental to de-carbonising transport. The Council is already leading the way when it comes to alternatively fuelled vehicles but we need to further encourage the uptake of these vehicles. We are drafting an Alternative Fuel Strategy that will outline the Council’s future ambitions for the city for Ultra-Low Emission Vehicles (ULEVs) and their supporting infrastructure. The strategy will outline how we transition from fossil fuels to alternative fuelled vehicles.

The strategy outlines four objectives to achieve this:

**1** To work in collaboration with a range of stakeholders to ensure that alternative fuel infrastructure is both convenient and accessible across the city.

**2** To be at the forefront of implementing emerging alternative fuel technologies to allow innovation and growth of lower emission vehicles to prosper within Leeds.

**3** To raise awareness of the benefits of transitioning to low emission alternative fuel vehicles and their associated infrastructure.

**4** Ensure that Leeds City Council is an exemplar in the use of alternative fuel vehicles within its own fleet.

Following publication of the strategy we will undertake further research and in the next 12 months will set out a clear action based delivery plan that will allow us to achieve our objectives, whilst being mindful of the need for flexibility and adaptability in light of technological change and innovation.

## Electric Vehicles: Leeds Case Study

Leeds City Council has the largest Electric Vehicle Fleet of any local authority in the United Kingdom and has ambitions to expand this further. With a fleet of over 300 electric vehicles in Leeds, this has already reduced carbon emission within the city. We are also leading by example by offering 40 vans on trial for local businesses to see the benefit of using an electric van *#Leedsbyexample*.

We are working with partners to deliver a network of over 30 rapid charge points across the city offering grants for associated infrastructure for businesses to help make the switch to Electric Vehicles.





## De-carbonising Transport



### WE ARE GOING TO CONTINUE TO:

- Change how we travel how we travel - making it easier to walk, cycle and use public transport.
- Reducing the need to travel - making it easier to access the same opportunities and amenities without having to travel as far.
- Support the uptake of alternatively fuelled vehicles and associated infrastructure through publication of our Alternative Fuelled Vehicle Strategy
- Commit to all new infrastructure being carbon neutral and carbon negative where possible
- Continue to improve local environments through the planting of street trees, contributing to our wider ambition to create new woodlands through the planting of over 5.8 million trees

### WE ARE GOING TO:

- Trial new technologies to make it easier to adopt low carbon choices such as on-street electrical vehicle charging points
- Work with partners to make it easier for everyone to access services closer to home.
- Ensure low carbon mobility choices are available throughout Leeds, serving the routes and locations people need.

### WE MAY NEED TO CONSIDER:

- How we can further incentivise people to use the low carbon public transport network in partnership with the Combined Authority and bus operators.
- A low carbon zone which could be similar to the Ultra-Low Emission Zone (ULEZ) in London, where the most polluting vehicles are subject to greatest charges based on CO2 emissions.



## Creating healthier streets, spaces and communities

- Shared mobility and personal mobility
- Alternately fuelled vehicles
- Rail
- Active travel Infrastructure
- Parking management
- Public transport priorities
- Spatial planning and place making
- Community Engagement and Behaviour Change

An important goal of the City Council is to prioritise streets for people, putting healthy streets at the heart of our transport strategy. Streets provide an enormous opportunity for transport to improve everyone’s quality of life and a broader experience of our city.

The streets of Leeds bind our city together – connecting communities, businesses, families and friends. They are where most journeys start or finish and we believe it is important to ensure change starts here. They can improve our health and wellbeing, by reducing social isolation and loneliness as well as promoting physical activity such as walking and cycling. Healthy streets provide everyone with better access to education, services and employment opportunities as well as creating an environment where businesses can thrive. A healthy street environment, including clean air, will have far reaching benefits across all our daily lives.

We want Leeds to be the most active big city in England. This requires wide-ranging action, including inspiring people to be active and targeting participation in sports and other activities to specific geographic areas and groups. It means making active travel the easiest and best option wherever possible, with lots more walking and cycling due to good infrastructure.

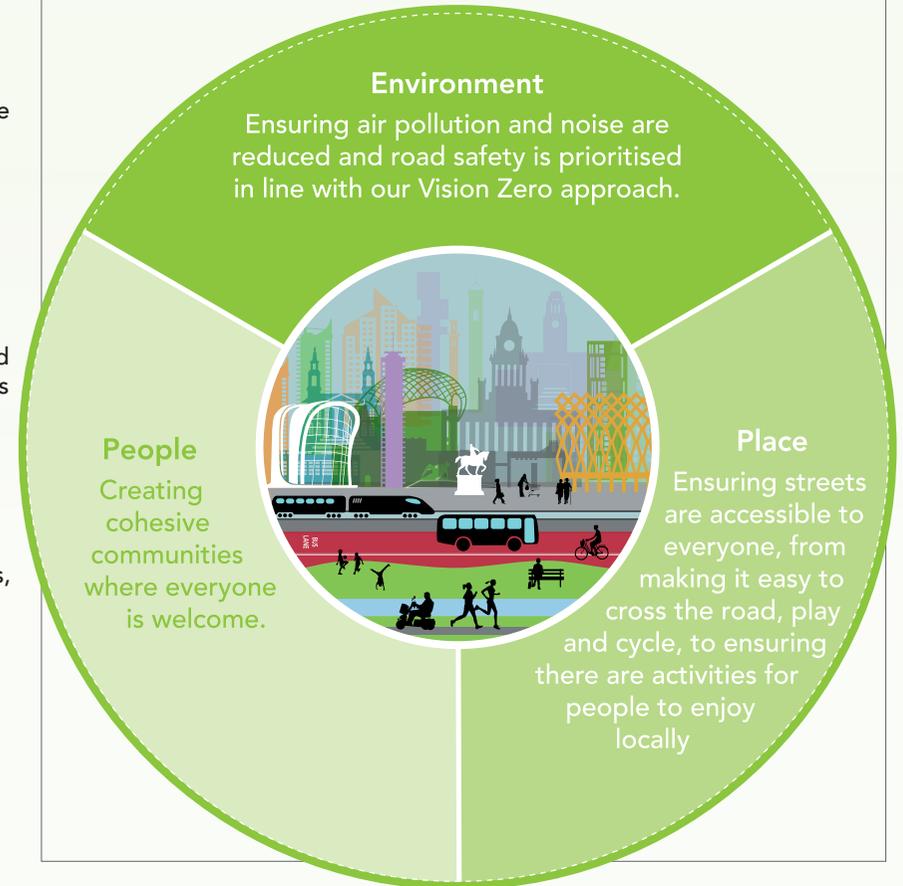
Too often our streets are places for cars, not people. Cars take up a lot of space relative to the number of people they can move around. They also cause congestion and impact on the people of Leeds, from air and noise pollution, to delaying public transport and the movement of goods as well as making streets unpleasant places to be. The impact of our strategy will mean less cars on the road, creating more space other measures such as street parks, cycle parking and new seating.

Road danger can be caused by large numbers of vehicles moving at high speed, in places where people want to be. By removing vehicles, we can enhance local environments, creating green spaces, planting more plants and trees, which is known to improve mental health.

Creating a safe and attractive experience on Leeds streets is important for everyone, especially for certain groups who can be disproportionately affected. Older people, the very young, disabled people and those living on lower incomes are often the most impacted by a car-dependent city. Through creating healthy streets and the communities within them, we can make it easier for everyone to live, work and enjoy their local areas.

## Prioritising healthy streets

We want to prioritise streets for people, enabling everyone to enjoy and use their streets, connecting communities and enabling everyone to lead more active and healthier lives. Our approach will build on the 20 minute neighborhood concept, but will be tailored to meet the needs of Leeds. A streets for people approach will reduce the impact of vehicle dominated environments, adopting an integrated, holistic approach to our streets. We can do this by assessing our streets to identify where they are performing well and where there are opportunities for improvement. We can make streets for people by following three key guiding principles:





## CASE STUDY

### The Receptions, Holbeck

The Receptions area in Holbeck is characterised by back to back terrace properties and limited greenspace, and suffers from high volumes of vehicle movements despite 73% of local residents not owning a car. The area is in the top 23 most deprived wards nationally and is situated within an existing air quality management area.

Engagement with the local community through house to house surveys using key assessment indicators of Healthy Streets has identified a desire for improved natural spaces and creation of spaces for social interaction.

The scheme will close several streets to through traffic, promoting walking and cycling as the main modes of travel and allow for easy access to green space with dedicated routes to Holbeck Moor and City Connect 3. This will be complimented with a reduction of traffic speeds through a one-way traffic system. The scheme has attracted further funding for improvements to a multi-games area and sport pitches on Holbeck Moor contributing to wider targets of becoming the most active big city in England.



#### WE ARE GOING TO CONTINUE TO:

- Provide accessible, well designed space for walking and cycling, including developing local cycling and walking infrastructure plans for all Leeds communities
- Use street space more efficiently by tackling congestion and reducing traffic
- Ensure our streets are safer for everyone by working with partners to reduce crime and anti social-behaviour
- Work with accessibility and inclusivity groups on the development of a street charter to reduce barriers to travel
- Maintain the Outer Ring Road as the primary route for vehicle trips around the city in order to support the transformation of our local streets

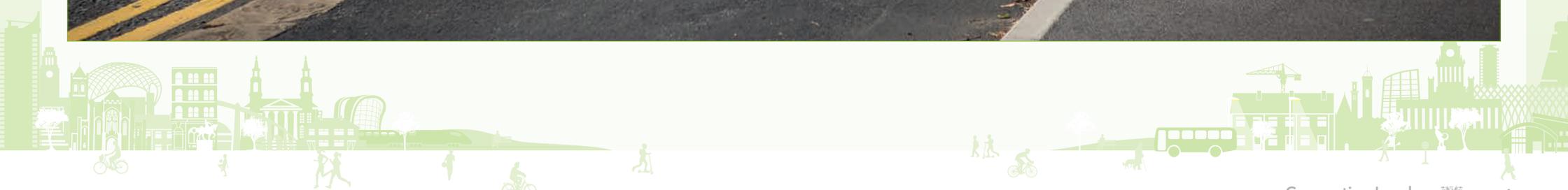
#### WE ARE GOING TO:

- Adopt Vision Zero approach to road safety, where all accidents are preventable and liability is shared between road users, engineers and road operators
- Create and support an integrated, connected network for all modes, enabling longer trips to be undertaken sustainably, building on the 20 minute neighbourhood concept
- Lobby for greater allocation of funding for these types of measures, which are currently more challenging to fund
- Monitor our Active Travel Neighbourhood trials to see if they encourage people to walk and cycle more while also reducing rat-running
- Review parking management measures across the Leeds district to include more bicycle parking, car club locations and Electric Vehicle charging points
- Tackle barriers to active travel including bike storage at home and access to training
- Develop a local shared ownership model for transport within communities through the provision of car clubs and bike sharing
- Adopt a StreetScape allocation policy which prioritise public transport, walking and cycling.
- Ensure sustainable travel is embedded into new developments from the start. Travel Plans are an effective tool in influencing behaviour change of new developments and by securing robust travel plans we will be able to mitigate the transport impact of development.

#### WE MAY NEED TO CONSIDER:

- Different parking management measures to reduce vehicle dominated environments and incentivise the uptake of alternatively fuelled vehicles

▼ Family using local cycle infrastructure for everyday trips.





## Transform the City Centre

-  Smart ticketing and technology
-  Shared mobility and personal mobility
-  Alternatively fuelled vehicles
-  Rail
-  Active travel Infrastructure
-  Parking management
-  Public transport priorities
-  Spatial planning and place making
-  Freight
-  Community Engagement and Behaviour Change
-  Park and ride

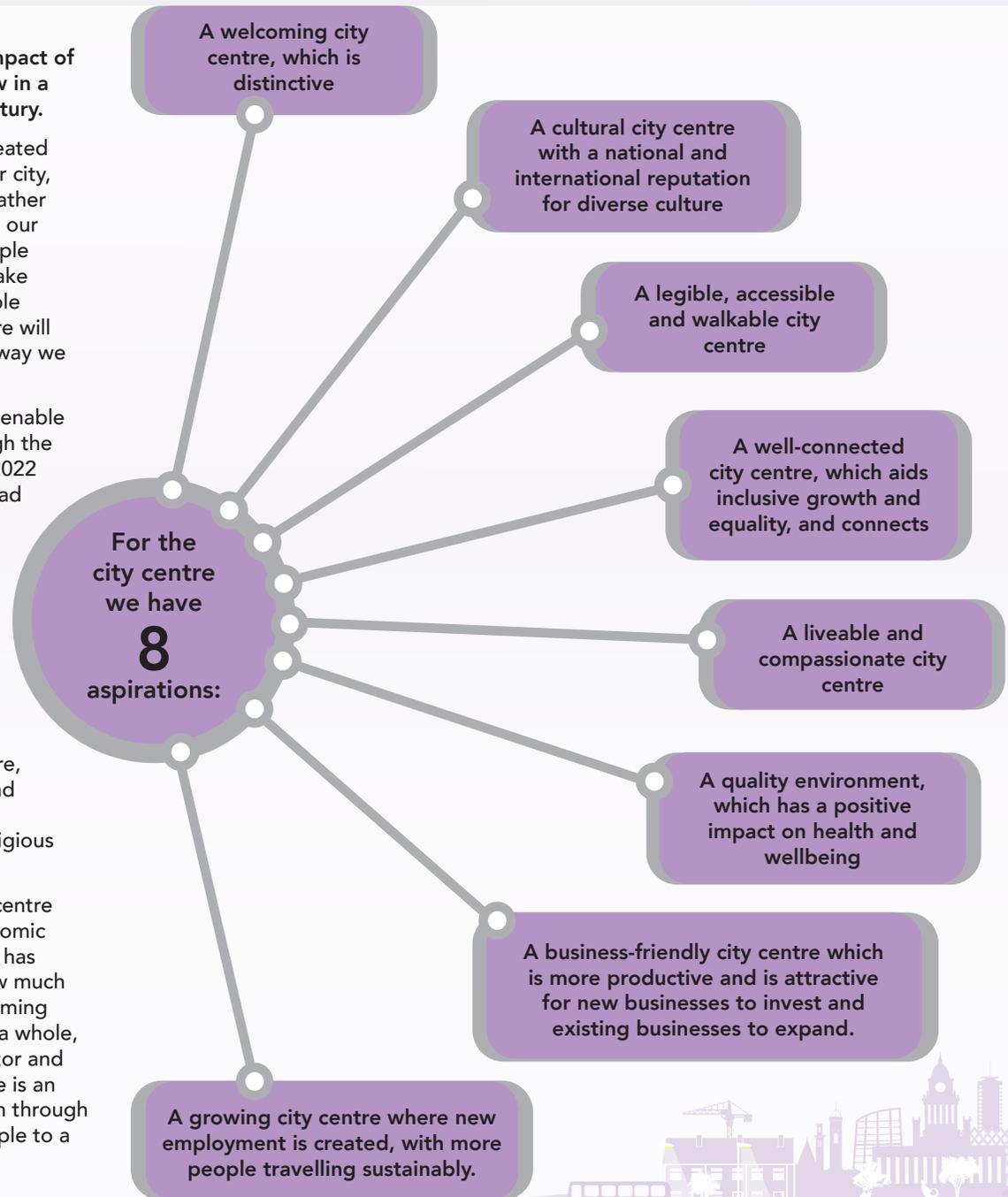
Work is already underway to reduce the impact of traffic across the city. We are investing now in a transport infrastructure fit for the 21st century.

Transport investment from the 1970s has created a legacy where traffic dominates parts of our city, with roads engineered for vehicle capacity rather than streets that cater for people. Changing our highway infrastructure to create a more people friendly city centre will be challenging and take major capital funding. Creating a more people friendly, productive and accessible city centre will also require transformational change in the way we travel into and around the city centre.

The West Yorkshire Plus Transport Fund will enable the creation of a world class gateway through the closure of City Square to general traffic by 2022 and to create a rationalised & distributed road hierarchy that increases local connectivity & reduces city centre congestion. The delivery of gateways will create new public spaces for everyone to use and improve the public realm.

Leeds city centre performs a key economic, strategic and cultural role at the heart of the Metropolitan District and the City Region. The city centre is a hub for a range of activities, it is our regional transport centre, an important destination for employment and also a major regional commercial and retail centre, and the location for a range of prestigious internationally significant cultural facilities.

Like other large cities in the UK, Leeds city centre has assumed an increasingly important economic role in recent years. Although the pandemic has impacted this, it is still too soon to learn how much this may have changed. It is effectively becoming the city centre for the Leeds City Region as a whole, with a growing concentration of private sector and high skilled, knowledge intensive jobs. There is an opportunity to nurture this economic growth through a transport system that can move more people to a denser and more productive city centre.





## Transform the City Centre

At the heart of our ambition is a transport hub for Leeds, providing a gateway to Leeds via the national rail and motorway networks, and forming the core of the local bus network.

The city centre's environmental quality is vital to its economic success and making it a better place to live, work and visit. Every opportunity needs to be taken to enhance streets and spaces in the city centre. Changing our highway infrastructure to create a more people friendly city centre will enable more people to access and benefit through improved accessibility.

Creating a more people friendly, productive and accessible city centre will also require transformational change in the way we travel into and around the city centre.

▼ Artist impression of Sovereign Street Footbridge.



### WE ARE GOING TO CONTINUE TO:

- Deliver transformational change through the delivery of our new gateway locations on the Headrow, Park Row and the Corn Exchange making it easier to travel for pedestrians, cyclists and public transport users
- Invest in the city centre as a national, regional and local transport hub

### WE ARE GOING TO:

- Encourage and facilitate traffic to move around the city centre rather than through it with the closure of City Square.
- Create a network of open and green spaces within our streets that make the city centre more attractive, supporting the Our Spaces Strategy
- Support Leeds City Station, enhancing its role as a regional transport hub and enabling for the integration of high speed rail
- Maintaining the Inner Ring Road to help facilitate the transformation of the city centre whilst also ensuring we reduce the physical barrier it places between communities, making it easier for people to access the city centre.
- Review our parking strategy including park and ride facilities. This is to also include spaces for cycles and motorcycles, with the aim of providing more spaces where possible.
- Re-assess how we use our existing water and rail network to best service the city, especially in relation to freight.

### WE MAY NEED TO CONSIDER:

- A workplace parking levy, which could charge employers who provide workplace parking, with monies raised being ring-fenced to invest back into transport.



## Enhance public transport

- Smart ticketing and Technology
- Alternatively fuelled vehicles
- Parking management
- Public transport priorities
- Community Engagement and Behaviour Change
- Park and ride

### Better public transport

Public transport in Leeds largely consists of our rail and bus networks, with each of them playing a separate role in how our transport operates. We will support the development and expansion of the rail network, making more stations more accessible with more facilities.

We want Leeds to be brilliant for the bus with a bus network that connects everyone and everything. The bus plays a unique role in the life of Leeds being the most accessible and well used form of public transport.

We want to provide the widest and most dense accessible local bus network complemented by a holistic park and ride offer to make Leeds a city where you don't need a car.

However, bus patronage has been declining in Leeds over the last 20 years. The reasons for the decline are varied but one of the major issues is rising congestion leading to higher bus journey times and fares as well as the relatively low costs of motoring.

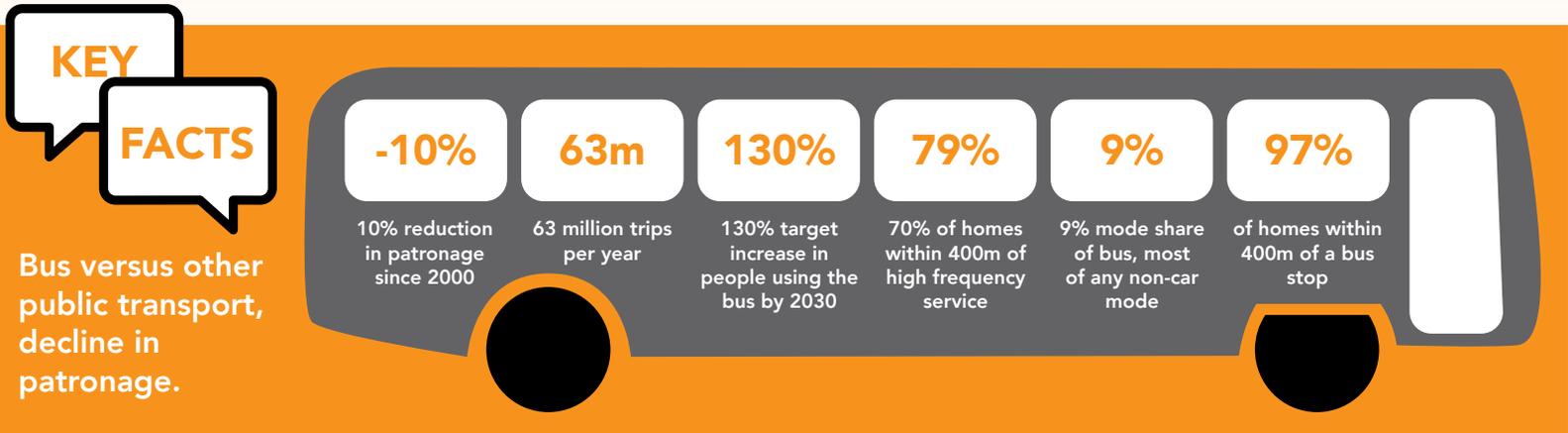
**Between 18% and 23% of car users could be encouraged to switch to buses if buses were quicker and more reliable.**

Reversing the decline will lead to more services being provided and will help fund further improvements. Both of these will further attract more passengers to use bus services and help us achieve the target to grow the number of bus passengers by 130% over the next 10 years.

More people travelling by bus in Leeds will have significant and numerous benefits that will help achieve sustainable, healthy and inclusive growth.

- There is simply not enough space in cities for everyone to travel by car. Buses are the most flexible, affordable and adaptable form of passenger transport. Just one bus can take over 30 cars off the road.
- Buses have the lowest carbon footprint per passenger of any form of motorised transport and are leading the way in implementing new low emission technology.
- Buses are often the most affordable choice of travel and play an important role in social cohesion, providing access to education, work and healthcare, especially for those on low incomes or without access to a car.
- New technologies mean bus services can be more adaptive to changing demand, serving more people more efficiently and serving greater areas.
- People catching the bus achieve half the Government recommended daily physical activity leading to health benefits. The experience of using public transport also provides many opportunities for social interactions that can help to tackle loneliness.
- Buses are also one of the safest forms of transport in the UK.

The West Yorkshire Combined Authority has developed the West Yorkshire Bus Strategy in partnership with the District Councils, including Leeds City Council, as well as First West Yorkshire, Arriva and Transdev. The purpose of this Bus Strategy is to set out what we want West Yorkshire's bus system to achieve between now and 2040.





## CASE STUDY

### Park And Ride – Case Study

Park and ride is an important element in the Transport Strategy, bringing a number of noticeable benefits to the city region’s economy as it reduces the number of cars entering and parking in the city centre. This addresses the current shortage of car parking spaces in the city centre, helps reduce congestion and improves the city’s air quality by providing a more sustainable transport option from the edge of Leeds into the city centre. This further helps to meet specific air quality policy objectives by reducing traffic flow levels on key corridors to and from Leeds City Centre which have been identified as areas with key air quality issues.

#### Existing and proposed park and ride facilities in Leeds

Leeds currently has two bus based park and ride sites in operation at Elland Road and Temple Green. Both sites have been highly successful in reducing the number of cars travelling into the city centre. The latest park and ride site proposed is at Stourton catering for trips from the south east of the city. Building on the success and popularity of the city’s sites, further work is proposed to identify future sites throughout the district.

#### Stourton

Stourton park and ride will provide a third bus based park and ride facility for Leeds, but the best facility yet. It will be the first to operate with electric buses and use solar panels to generate electricity. The new park and ride site is located approximately 4km south east of the city within close proximity to the M621 (Junction 7), A639 and A61. The facility will include approximately 1,200 car parking spaces, associated landscaping and infrastructure on site alongside localised highway improvements.

#### WE ARE GOING TO CONTINUE TO:

- Work with partners to secure the investment needed to deliver transformational improvements to the rail network.
- Work in partnership with the Combined Authority and the operators to create the best bus system which is an attractive and natural choice for everyone.
- Upgrade key bus corridors (including provision of additional bus priority measures) to provide fast & reliable high frequency bus services.
- Deliver City Centre Gateways to transform the public transport experience across the city.

#### WE ARE GOING TO:

- Develop our park and ride offer on key radial routes across the city.
- Upgrade all key bus corridors across the city to provide a core network of high frequency bus services.
- Promote demand responsive transport services to offer flexibility and connectivity across the city in areas not well served by traditional bus services.
- Work with the Combined Authority, bus operators and technology firms to encourage service and product innovations.
- Create a well connected and seamless network of active travel and public transport infrastructure and services with integrated ticketing and payment options.
- Work with stakeholders to investigate and bring forward a trial of Motorcycle in bus lanes in the city

#### WE MAY NEED TO CONSIDER:

- How we can work with the Mayor and the West Yorkshire Combined Authority to investigate how different public transport operating models could improve the public transport provision in the city.
- How we can work with the Mayor and the West Yorkshire Combined Authority on how we can provide reasonably priced fares that further incentivise people to use the public transport network.

▼ Launch of Electric buses in Leeds.





## New Technologies

- Smart ticketing and technology
- Shared mobility and personal mobility
- Alternatively fuelled vehicles
- Rail
- Active travel infrastructure
- Parking management
- Public transport priorities
- Freight
- Community Engagement and Behaviour Change
- Park and ride

## Adopting new technologies

We know that building new infrastructure is only part of the solution. We also need to adapt the way we use the existing infrastructure and innovate with the transport services which operate in the city.

To deliver the vision of a city where you don't need a car, we have to offer high quality, affordable alternatives for every journey people need to make. Buses, trains and trams can deliver this on busy routes with high demand, for example commuting to the city centre. For those less frequent and dispersed journeys we need to encourage other solutions which do not rely on the private car.

We also would like to see people incentivised to use public transport through simple, easy to understand and reasonably priced fares. At present multiple service operators charge customers directly (taxis, bus and rail) with some of these services supported by public subsidies, for example concessionary travel for people once they reach pension age, those on low incomes or fare caps for young people, which the Combined Authority are bringing forward next year.

Promotion and delivery of alternative to private car ownership are therefore fundamental to letting people make the choice to use the right means of travel for different journeys. There are opportunities to review this through payment systems learning what has been done elsewhere.

## Shared Mobility Solutions

There is potential to make major reductions in carbon emissions, without impacting upon people's mobility, by reducing the size of the car fleet and using the vehicle miles that are driven more intensively through sharing. This year has shown that there is an element of subsidies in all forms of transport. We believe shared mobility solutions should also be.

Taxis and Private Hire already play a successful role in our city's mobility, improving accessibility and servicing the night economy.

### Mobility Solutions



Taxi & Private Hire



Demand Responsive Transport



Car Clubs



Bike hire



Micro Mobility e.g. e-scooters



Freight

The average **CAR IS ONLY USED 5%** of time.

#### SHARED OWNERSHIP

1 year Metro Card for rail and bus: **£1,250**

Car Club Membership: Approximately (per year) **£50**

Car Club trip (2 per week): (per year) **£1,200**

**TOTAL COST: £2,500**

#### CAR OWNERSHIP (new car)

Depreciation @33%: **£5,270**

Car Tax: **£135**

MOT: **£50**

Maintenance (tyres & service): **£489**

Insurance: **£806**

Fuel costs: **£825**

**TOTAL COST: £7,575**

**DIFFERENCE: £5,075 SAVINGS PER YEAR**

Sources: Money Advice Service, RAC, Autocar, AA

## Paying for travel

To ensure that transport services are easy for the individual to use alongside the traditional public transport service we need to have a payment system which provides a fair range of options available to all. (Known in the transport field as Mobility As A Service or MAAS, like London's Oyster system but extended to all transport providers). The West Yorkshire Combined Authority have developed the M-Card and it's app which offers multi-modal and multi-operator tickets for rail and bus. This range of services could be incentivised for individuals or providers where there is a social need to ensure services are simple and reasonably priced.

Some cities around the world have gone as far as making public transport free at point of use and have seen a large mode shift as a result.



## Smart systems

Technology is already transforming the way we travel in Leeds. We have already introduced smart traffic signals which respond to travel demand. New technologies are already investigating ways of prioritising people and cyclists at crossings and interacting with cars directly. We need to ensure our city can use technologies to maximise efficiencies and prioritise the modes of travel which need it most.

## Autonomous Vehicles

The technology for autonomous vehicles is advancing across the world. Making this technology work safely in a densely populated urban environment, however, is still a huge challenge. We need to be able to adapt to this technology as it develops within the framework of the strategy, ensuring solutions are inclusive, healthy, low carbon and an efficient use of roadspace.

## Deliveries & Freight

The growth in internet shopping and app-based food delivery have changed the way we go about our everyday lives. It has also contributed to a 70% growth in road miles of vans in the last 20 years. Deliveries and Freight can also cause severance especially in urban areas, where space is tight and large vehicles can dominate the environment. We need to look differently at freight and how to better manage freight within urban areas, rationalise deliveries and ensure it is delivered using the lowest-carbon modes. Freight is pivotal to Leeds' economy and we need to ensure we are able to keep freight moving, ensuring it is able to connect regionally, nationally and internationally. The majority of freight is moved by HGVs. We need to encourage a move away from road based freight to lowest-carbon modes, such as rail. We can make better use of our existing network including canals and rivers, where one barge can carry the equivalent load of 18 lorries, emitting significantly less carbon.

This year so far has shown that we need to have a proactive approach to uncertainty and an ability to quickly adapt to changes to the way we live our lives and how we take advantage of technological innovation. There is uncertainty concerning what people in the future will want to do and what technology in the future will enable us to do. However, we need to embrace this to realise our vision.

### WE ARE GOING TO CONTINUE TO:

- Consider new technologies and innovative approaches to delivery that can open new opportunities for travel including shared mobility and micro mobility modes.
- Continue our work with taxi and private hire vehicles to provide the best service for Leeds.
- Continue to support the West Yorkshire Combined Authority in the development of the Demand Responsive Transport trial.

### WE ARE GOING TO:

- Deliver mobility hubs across the city where several modes can be accessed in one location, integrating transport together making it more convenient.
- Ensure accessibility is considered as a whole system across the council, with transport acknowledged as just a single element alongside spatial planning and technology.
- Define our Shared Transport Vision to include car clubs, bikes and scooters.

### WE MAY NEED TO CONSIDER:

- How autonomous vehicles can play a future role in mobility within the city.
- How we can support the better integration of freight services and local deliveries to reduce van mileage in the city.
- Enhanced shared ownership models and how we can integrate shared transport modes into our existing mobility services, ensuring they are affordable and offer value for money.



<sup>3</sup> RAC Foundation – The implication of Internet Shopping Growth on the Van Fleet and Traffic Activity - 2017



## Deliver a Mass Transit Network

- Smart ticketing and technology
- Alternatively fuelled vehicles
- Active travel infrastructure
- Parking management
- Public transport priorities
- Spatial planning and place making
- Community Engagement and Behaviour Change
- Park and ride

Leeds, like any successful city, is restricted in the amount that it can grow by a lack of transport capacity. We need to provide more capacity on our transport network however within urban Leeds there is limited space available to physically expand our network. To accommodate growth in travel and population, we need to deliver higher capacity modes to keep the city moving.

The Leeds City Region HS2 Growth Strategy and the Strategic Economic Plan set out the potential for almost 150,000 new Full-Time Equivalent (FTE) jobs to be created across the City Region by the time HS2 opens, including 25,000 additional FTEs in Leeds City Centre. People need to travel to get to work and the additional jobs will create extra pressures on the already heavily congested transport system.

With the scale of growth forecast, by the time HS2 and Northern Powerhouse Rail open, the urban communities in the Leeds City Region will not be able to access the employment opportunities because of insufficient urban transport capacity. If transport capacity into the city centre during the peak period is insufficient, this can constrain city centre employment, restricting labour supply and development.

Transport infrastructure investment that increases peak capacity to the city centre can help to overcome this. Mass transit can fill the gap in public transport provision between bus services and heavy rail, adding capacity to the key corridors within the city region, making it easier for more people to access more jobs.

A city region mass transit solution will deliver the right blend of technology, priority and capacity to move high volumes of people in the parts of our transport network where demand is greatest.

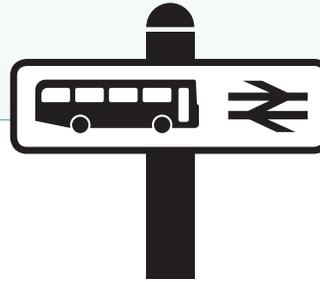
This is a crucial missing element of our transport investment pipeline for corridors where heavy rail is not an option and the capacity of bus network solutions is insufficient.

Without a network legacy we believe the scale of the benefits of a new mass transit network, alongside the potential to adopt the latest technologies, presents an unparalleled opportunity for Leeds, the city region, the North and the UK.





## CASE STUDY



### Mass Transit in the United Kingdom

There are several mass transit systems in the United Kingdom each of which provides different lessons which are applicable to the development of a mass transit system in Leeds.

#### Edinburgh

The Edinburgh Tram faced significant delivery issues due to delays in construction, cost overruns and reductions in the total budget over time. Delivery through the city centre impacted on businesses on Princes Street, something to be carefully considered in West Yorkshire. Lessons can be learnt on procurement, funding and delivery contracts.



Despite the delivery issues, the service is now a success carrying over 7 million passengers in 2019 and further incremental extensions are being delivered to expand the network.

#### Manchester

The Manchester network is now the largest in the UK serving a population of 2.7m, comparable in size to West Yorkshire. The network recently carried over 40m passengers and connects several district centres and employment hubs. It started as one line and through successive funding has grown to eight lines operating 120 vehicles. It is this scale of a transit network that West Yorkshire has ambition to deliver, improving on the Manchester experience by integrating with bus and rail services.



#### Nottingham

The Nottingham Tram began life in 1998 supported by Government funding. Since then Nottingham City Council has used the Workplace Parking Levy to match fund additional government support. For Phase 2, NCC raised £221m which was matched by Government, who provided an additional £432m. As NCC own the local bus company, the routes feed into the tram network providing better coverage and less competition. The integrated system uses a common ticketing system allowing for easy access and interchange. The city has the highest rate of bus ridership outside London.



### Key Components

We want to ensure that the right mass transit solution is delivered that goes with the grain of the city and unlocks the benefits for the people of Leeds at the earliest opportunity.

#### WE ARE GOING TO CONTINUE TO:

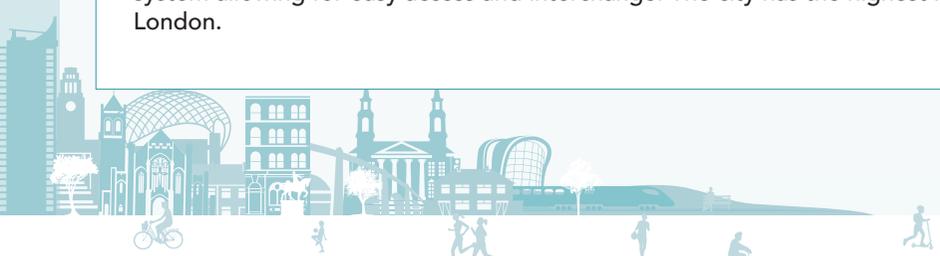
- Through the Bus Alliance, continue to deliver the Connecting Leeds and West Yorkshire-Plus Transport Fund investment programmes, to help transform our bus offer in the short term.
- Work in partnership with the Combined Authority to develop and deliver an advanced Mass Transit system as quickly as possible.

#### WE ARE GOING TO:

- Ensure that the right mass transit solution is delivered that integrates instinctively with the city and unlocks the benefits for the people of Leeds at the earliest opportunity.
- Ensure that it integrates with our existing transport network, creating an affordable, zero-carbon network.
- Work with partners to secure the investment needed to deliver transformational improvements to the rail network.

#### WE MAY NEED TO CONSIDER:

- The opportunities mass transit can offer for the city including the opportunities for transit oriented development.



# Policy Areas

We believe there are 12 key policy areas that will help us achieve our overall vision and overarching themes supporting the delivery of our big moves. We know that one size doesn't fit all across the city and that we need use these policy areas flexibly. We will be producing daughter strategies for some of these policy areas. This is what we mean by 12 policy areas and what measures could be used to achieve our vision and targets:



## Active travel infrastructure

We have been successful in delivering active travel infrastructure throughout the city from dedicated cycle facilities to pedestrianisation of streets. This means further delivery of dedicated cycle facilities, active travel neighbourhoods and improved crossing facilities.



## Rail

Rail is key to Leeds and the decarbonisation of transport. We will continue to support the WYCA who lead on rail policy whilst also continuing to enable the development of new stations and improve accessibility to all stations, including the provision of park and ride spaces. We support the growth of rail and the provision of greater network capacity. We will also support the delivery of HS2 to Leeds.



## Shared mobility and personal mobility

We are looking to future mobility technologies and the change in ownership behaviours through working with partners. This includes:

- Shared Mobility – Including Car Clubs, demand-responsive transport, cycle hire scheme, app-based mobility services
- Micro-Mobility – We will continue to work with the DfT to bring an e-scooter trial to Leeds
- Motorcycles – Motorcycles have a role to play in the city, they require less space than a conventional car however they still emit carbon emissions and need to decarbonise. We will provide new parking facilities in the city centre and work with stakeholders to bring forward a trial of motorcycles in bus lanes.



## Smart ticketing and technology

Making the public transit network accessible is a long requested feature by users/residents. LCC will continue to work with Operators, WYCA and Transport for the North to seek a solution that provides an easy to use method (such as that used in London). We are also reviewing how public transport is funded.



## Alternatively fuelled vehicles

Alternatively fuelled vehicles and the network are a key element to the decarbonisation of transport. We are developing an Alternative Fuels Strategy which will detail a delivery plan to achieve our carbon targets.



## Parking management

We currently manage car parking through the city but we can take an active approach by charging for parking supported by reducing/managing parking supply. This could include new controlled parking zones and measures to support the uptake of alternatively fuelled vehicles.





## Public transport priorities

We have seen the success of our public transport infrastructure investment to date. We will continue to deliver bus priority measures and improved waiting facilities.



## Spatial planning and place making

We need to travel because we need to access facilities, whether that is employment, retail or leisure. Through spatial planning of the city we can make it easier for everyone to reach the destination they want to without using a car. We can enable development around transport hubs, decreasing the number of interchanges required, making it easier to access more using the same networks.



## Freight

We can influence freight in Leeds by:

- Urban consolidation centres – lowering the number of vehicles in the city centre
- Promoting e-cargo from vans to e-bikes
- Re-time and re-route
- Promoting electric vans for local freight deliveries



## Community Engagement and Behaviour Change

We are continuing to learn about how we can influence travel behaviour and will ensure research and insight into behaviour change alongside an understanding of the impact of how people feel about their environment are embedded in the overall transport strategy.

We want to work with and engage the people and businesses of Leeds to make a conscious change in their everyday travel choices, to help shape a city where the car is less dominant, wherein communities and workforces champion and buy into sustainable transport options.

We want to build ways of working around a community led approach so that the people who live and work in Leeds feel they are part of and can contribute to the implementation of the strategy.

Travel plans are an effective tool at influencing behaviour change. We already manage and monitor a number of travel plans in the city. Securing robust travel plans will mitigate the transport impact of new development.



## Park and ride

Park and Ride has enabled the city to grow, and proven to be popular. We will continue to investigate new opportunities for park and ride across the city.



## Efficiently managing the network

The maintenance and day to day management of our network enables us all to travel. We will continue to maintain and manage the network but seek to use new technologies to deliver improvements and efficiencies.



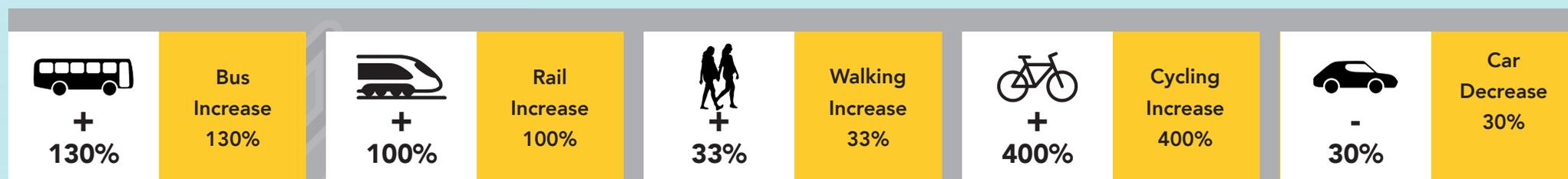
# Achieving the vision

We believe that we need to take a targeted but flexible approach, which adapts to different opportunities and challenges across Leeds. The Transport Strategy targets are derived from the Council wide pledge to become carbon neutral by 2030. Our planned low carbon interventions will accelerate further reduction in carbon emissions from transport, but we need to continue to do more. We cannot, however, achieve these targets on our own. We need support from individuals, businesses and regional and national government. Only with this support will we be able to realise our vision.

We know the Climate Emergency is one of the greatest challenges we face. Even with ambitious targets for mode split and implementation of our big moves, we still need to do more. Making even the smallest of changes can make a difference to reduce carbon emissions and we are working hard to ensure we help make this happen. If we all made smalls change everyday it would make one larger change. Together we can do this #teamleeds.

## Targets

In order to achieve our pledge to become carbon neutral by 2030 as a city and deliver the strategic vision of being a city where you don't need a car, we need to set targets for modal shift:



These are ambitious targets which will result in up to **43% decrease in carbon emissions from transport**. Our targets are based upon trips undertaken by Leeds residents and do not include trips made in Leeds by others living elsewhere. These targets do not include freight travel.

## Distance Travelled

To support our mode split targets, we need to reduce the length of car trips made in the city by 30%. That is on average 900 car miles per annum. We need to reduce the distance travelled by car to enable us to achieve our walking and cycling targets. Combined with our mode split targets, our distance travelled target will result in a lower number of vehicles on our network and lower ownership levels throughout the district.

## Vision Zero

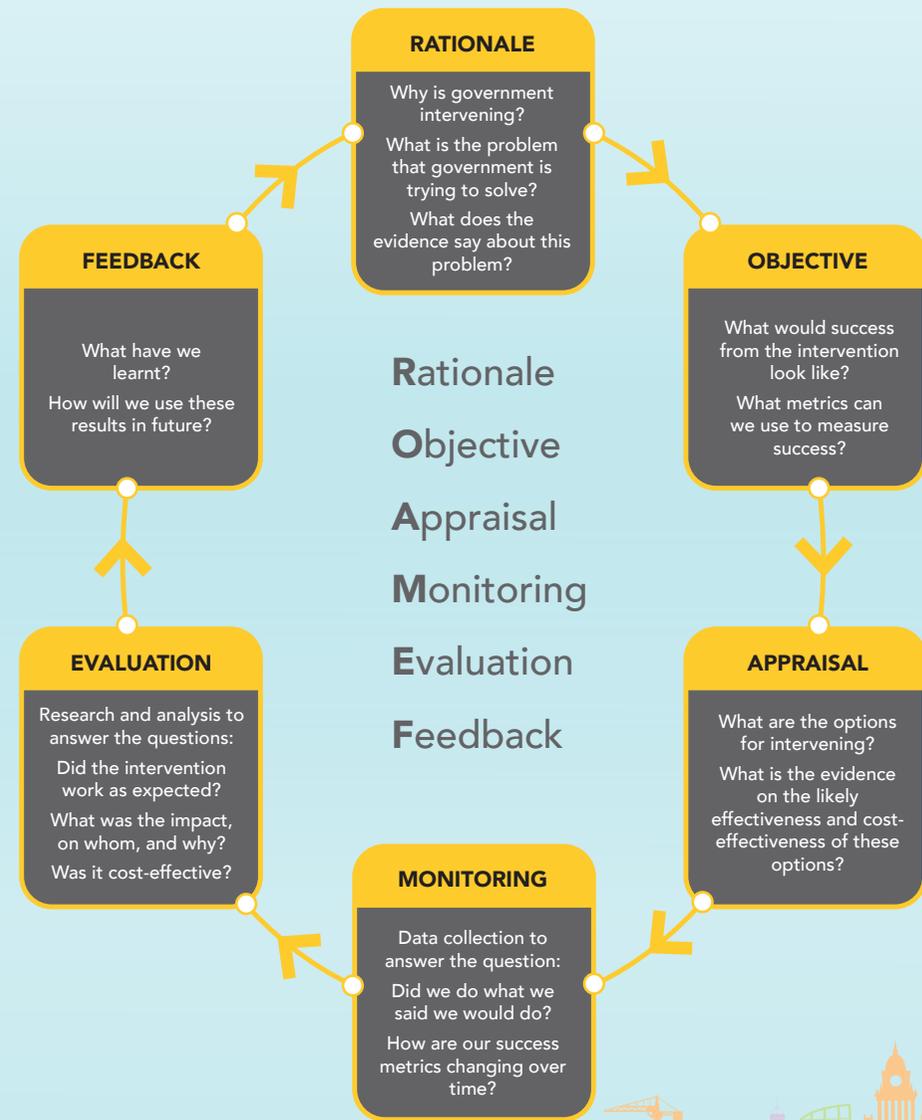
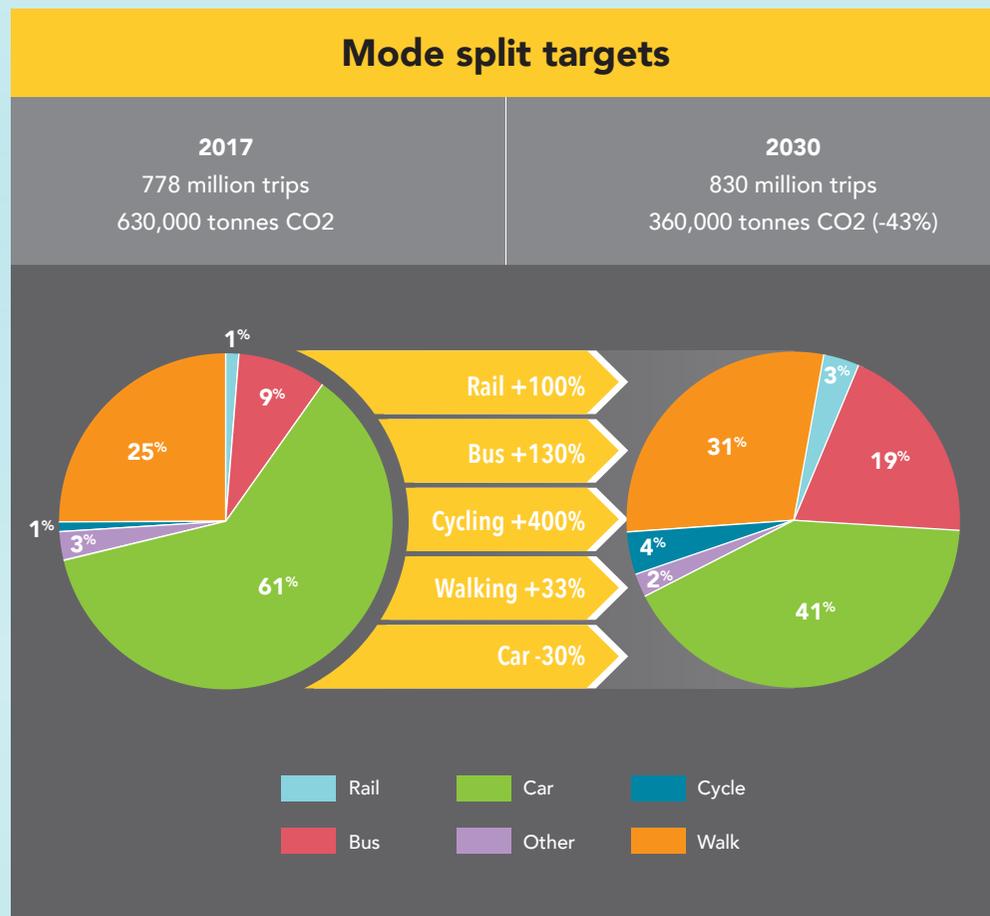
We are taking a stand to end deaths and serious injuries by road traffic in Leeds by 2040. We know that incidents are preventable and Vision Zero shares responsibility for fatalities with road users, the local highway authority and the police. There are five focus areas: Safe Speeds, Safe Roads, Safe Vehicles, Safe Behaviours and Post-collision response which we will focus on in order to ensure that no-one is killed or seriously injured by road traffic. We will continue to work with partners to collectively work towards this target.



# Monitoring

We will monitor, appraise and evaluate these expected outcomes 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 the strategy are likely to be achieved. They will inform planning and prioritisation of resource use to ensure delivery of the strategy stays on track. Our process for monitoring and evaluation is set out below.



# Working Together

For the strategy to be successful we know there are a number of factors we need to consider. We know the strategy will only be successful if we adopt a collaborative approach, working together, to achieve our vision.

## Leadership



### KEY COMMITMENT:

Leeds City Council will guide the delivery of the transport strategy aligning it to support wider policies around creating a prosperous, liveable, healthy and sustainable Leeds - a city with an inclusive economy, health and wellbeing at its heart and which is to become carbon neutral. We will lead by example.

#LeedsByExample

*"Cities like Leeds have the potential to make a big difference, and we know as the Council, that we can lead by example to encourage others to follow."*

Cllr Lewis.



## Engaging citizens and businesses



### KEY COMMITMENT:

We will engage with the citizens and businesses in Leeds to ensure the transport strategy meets their needs.

In 2016, we started our biggest-ever transport conversation, in which over 8,000 people told us what's important to them and for Leeds. In response to this we worked with the West Yorkshire Combined Authority and other partners to produce our Connecting Leeds Strategy. We have continued to engage throughout the implementation of this strategy, with a focus on clear and targeted communication that we will continue to take forward as part of this strategy.

As a result we will:

- Reach and engage as many Leeds residents, organisations and businesses in a conversation about the future of transport in the City with a particular focus on diversity and targeting hard to reach groups.
- Gather evidence of the City's views, opinions and ideas around all aspects of transport in Leeds, to inform development and delivery of the strategy.
- Run an inclusive, responsive and interactive 'Conversation' process throughout the lifetime of the strategy; and where relevant link into other related and ongoing consultations.

A number of key activities will be employed to engage a wide range of people and communities across the City.



### KEY ASK:

We ask the citizens, communities, visitors and businesses to continue to engage with LCC to help inform the strategy, deliver our vision and work together to achieve these targets.

We have established a Transport Expert Panel which has advised on the future Transport investment in Leeds.



### KEY ASK:

We ask that the Transport Panel continue to support the development and delivery of mobility solutions in Leeds.

## Funding

In addition to a wide distribution of powers and responsibilities in delivering transport, the funding of transport improvements is also complex. Funding for the strategy will come from a variety of sources, from central government to local monies.

Unpredictable and short term funding streams, often focused solely on capital investment and linked to competitive bidding processes, will not enable us to get on and deliver the key projects we need to transform our transport system. It is vitally important that we have long term certainty over funding from regional and national government to be able to deliver the Big Moves and achieve our vision. The West Yorkshire Devolution Deal goes some way to providing greater certainty. The deal, which is currently going through a statutory process before it can be implemented, will devolve a range of powers and responsibilities to the West Yorkshire Combined Authority, supporting the region to drive economic growth and prosperity within its communities and across the North of England.



### KEY COMMITMENT:

We will continue to explore a range of funding opportunities as they arise given that it is expected that specific funding sources and priorities will change over time.



### KEY ASKS:

We need central government to help fund smaller, more local measures within communities.

## Responsibilities, powers and collaborative working

Leeds City Council has a statutory responsibility to maintain and develop transport and highways at a local level. However, many of the interventions identified within this strategy will require the involvement of other organisations, including the Combined Authority, central government departments and associated delivery agencies.

As a result of the distribution of powers and responsibilities for transport, collaborative working will be of utmost importance going forward. Collaborative or partnership working can offer opportunities to:

- Deliver new, improved or more integrated services.
- Make efficiency savings through sharing costs.
- Develop a stronger, more united voice to bring about change and influence decision making.
- Share knowledge and information.

The Combined Authority leads on creating a Single Economic Framework for the region to tackle inclusive growth, reduce carbon emissions and increase productivity, with the aim of improving the quality of life in the City Region. Within that context, it also develops the local transport plan for West Yorkshire and sets local objectives for transport. They work with bus and rail operators, the Government and Transport for the North with the aim of creating an efficient transport network that makes sense for the passenger and makes it easier to get to work, do business and connect with each other. They also operate the Metro network of bus stations, travel centres and public transport information in West Yorkshire.

We work in partnership with the Combined Authority on a daily basis and will continue to do so in the development and delivery of policies and priorities. We believe that through this continued partnership approach better integration and outcomes can be delivered.

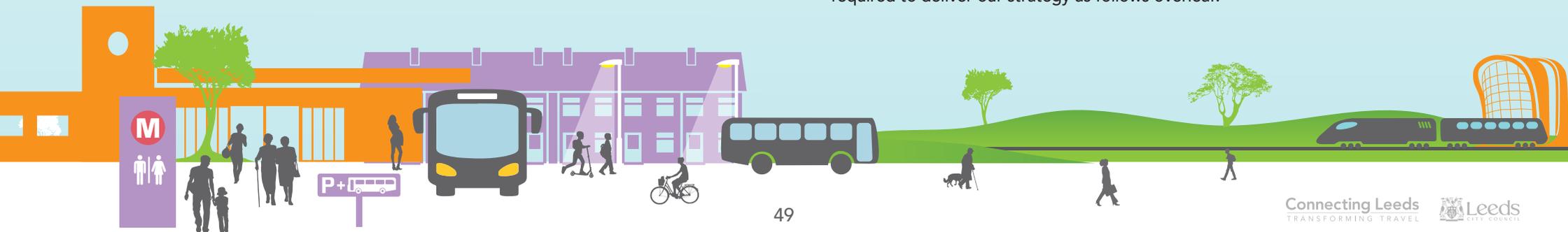


### KEY COMMITMENT:

We will work collaboratively and adopt an open and committed approach to working with our partners in order to achieve our vision.

Building stronger relationships will assist in managing and facilitating future growth, whilst mitigating risks and contributing to greater resilience in the face of complex future trends and challenges. It will also provide a platform for innovation.

The active participation of and joint working with a range of stakeholders will be required to deliver our strategy as follows overleaf.



## Central Government

DfT sets the national policy and funding framework for transport including rail, bus, aviation, road, ferries, cycling and walking.



Department  
for Transport



### KEY ASK:

All elements of government policy need to support the ambition of more journeys being made by public transport, walking and cycling where appropriate. There needs to be closer coordination and alignment between separate central government departmental policies. We ask for support in encouraging uptake of alternatively fuelled vehicles.

## HS2 Ltd

High Speed Two (HS2) Limited is the company responsible for developing and promoting the UK's new high speed rail network. HS2 will provide a station that will combine with the existing Leeds station to create a facility that can accommodate over 60 million passengers per year. To ensure a seamless interchange between HS2 and the current station, Neville Street will be pedestrianised and Dark Arches transformed. We will continue to respond to consultations and work with HS2 Ltd to ensure the scheme maximises opportunities and benefits for the city.

# HS2



### KEY ASKS:

That the Government commit to the delivery of the eastern leg of HS2 to Leeds.

We need new developments to encourage sustainable travel from there inception, to create healthy streets and communities where the first instinct is to walk or cycle to local amenities, developments which integrate with existing transport networks and support public transport investment.



### KEY ASKS:

We ask all developers support our vision for Leeds and help contribute to it and to continue to engage with us to support well connected development.

## Network Rail

Network Rail is also responsible for rail infrastructure in the UK. Network Rail seeks to work in partnership with industry partners and customers, including Leeds City Council, to bring forward improvements.



### KEY ASK:

We ask Network Rail to work with us and the Combined Authority to bring forward the delivery of three new stations in Leeds as well as further improvements at Leeds Station. We ask that Network Rail and train Operating Companies prioritise de-carbonising rail travel through electrification and new technologies.

## Transport for the North

Northern Powerhouse Rail is a major strategic rail programme that will transform connectivity between the key economic centres of the North. NPR is being led by TfN which is carrying out detailed work to make progress towards a single preferred concept on each route. In addition, TfN is driving forward delivery of the wider Strategic Transport Plan for the North that includes major road and smart ticketing projects that will impact Leeds. Leeds City Council will therefore continue to liaise with TfN through WYCA on how NPR and these other schemes can best serve the needs of the city.



### KEY ASKS:

We ask that TfN continues to work with LCC to enable the delivery of Northern Powerhouse Rail. That TfN continues to engage with LCC on policy areas including integrated ticketing.



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Connecting Leeds  
TRANSFORMING TRAVEL



### Great British Railways

The DfT is changing how our railway network operates. Train Operating Companies used to run the trains and be the consumer face of the rail industry. Great British Railways will take over the operation of the rail network from 2024.



#### KEY ASK:

We ask the DfT and the future Great British Railways to continue to invest in new green rolling stock to increase capacity into Leeds Station and reduce overcrowding.

### National Highways

National Highways is the government company that operates, maintains and improves England's motorways and major A roads. Their ambition is to ensure our major roads are more dependable, durable and most importantly safe. National Highways is tasked with delivering the Road Investment Strategy. We will partner with National Highways to ensure local motorways contribute effectively to our transport network and to mitigate issues such as poor air quality.



#### KEY ASK:

We ask that National Highways work with us to reduce negative impacts of the Strategic Road Network on the severance of our communities, road safety, air quality and carbon emissions.

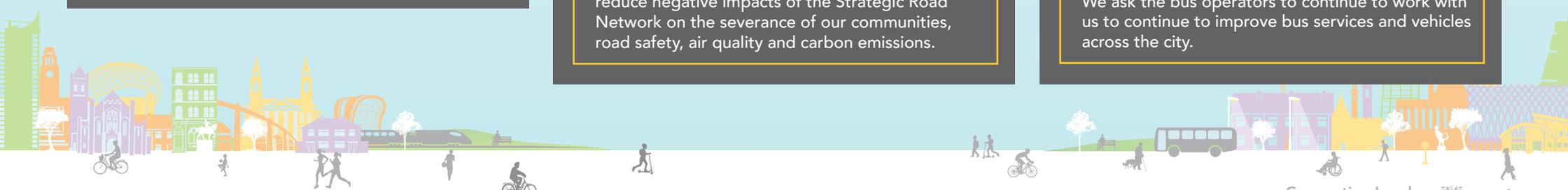
### Bus Operators

Under the current system, bus operators provide local bus services. In Leeds, the West Yorkshire Bus Alliance brings together the Combined Authority and bus operators Arriva, First and Transdev to improve services, keep buses moving and develop a sustainable bus network. It also includes smaller bus companies brought together through the Association of Bus Operators in West Yorkshire. WYCA funds some socially necessary services where operators will not provide these under free market conditions.



#### KEY ASK:

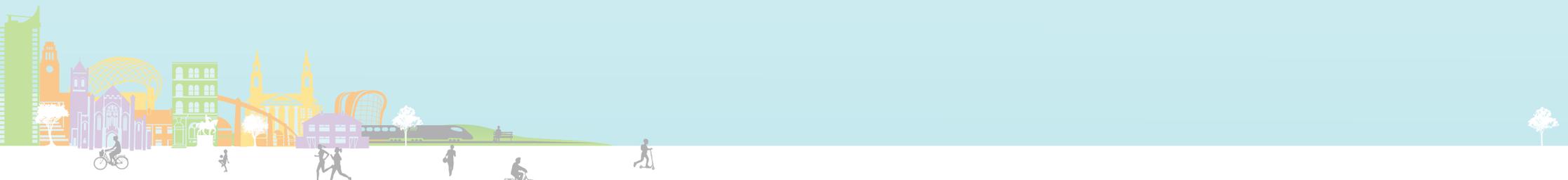
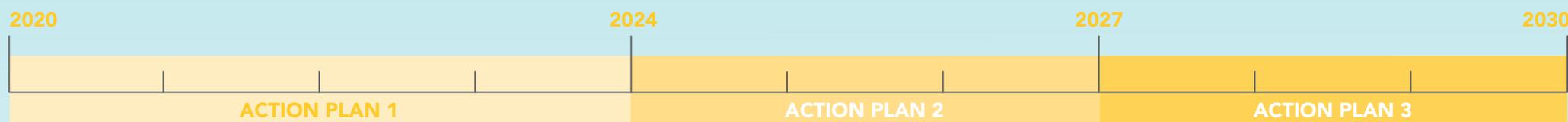
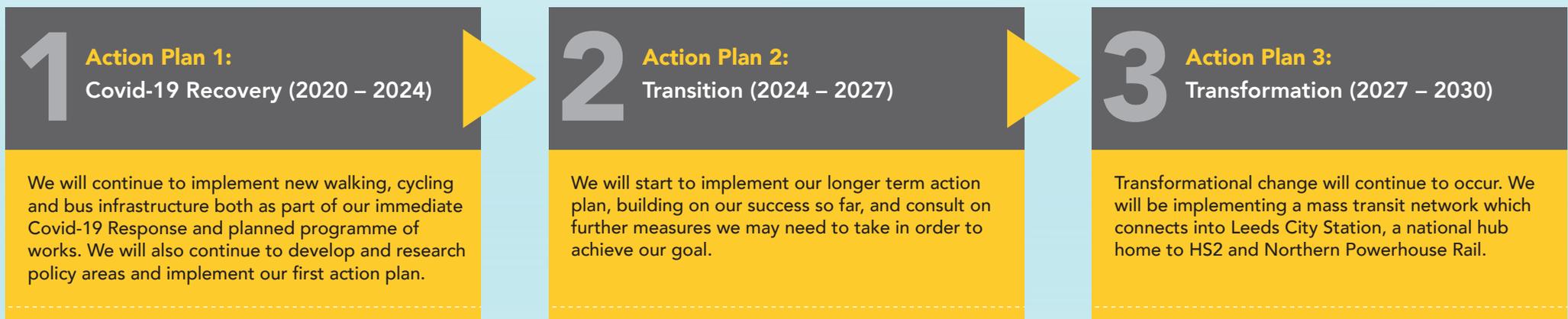
We ask the bus operators to continue to work with us to continue to improve bus services and vehicles across the city.



# Next Steps

Our strategy aims to address current challenges whilst working towards our much longer term aspirations and goals. For example, there are a number of immediate measures that are being introduced or considered that aim to address issues associated with the Covid-19 pandemic. While these are being brought forward quickly and at scale, we need to ensure that they are consistent with our longer term vision for Leeds and our proposals to deliver this strategy.

It is for this reason the strategy will be implemented in stages over the next 9 years, with specific action plans for now, the near term and the longer term. This approach will allow us to deliver benefits earlier including short term plans that respond to social distancing requirements and importantly support the urgent need for economic recovery. It will also enable us to develop medium to longer term balanced interventions that transform mobility in Leeds and support its objectives to be the best city in the UK.





**Connecting Leeds**  
TRANSFORMING TRAVEL

