

Connecting Leeds Transport Strategy Action Plan Annual Update 2022

Date: 8 February 2023

Report of: Director of City Development

Report to: Executive Board

Will the decision be open for call in? ☒ Yes ☐ No

Does the report contain confidential or exempt information? ☐ Yes ☒ No

Brief Summary

This report outlines the annual progress made on the Connecting Leeds, Transport Strategy Action Plan since approval in October 2021.

The Transport Strategy fits into the wider context of the best city ambitions and with the Action Plan is an integral component for monitoring the impact any new interventions or policy have on tackling climate change, air quality and supporting economic and inclusive growth.

The report evaluates the progress and success of all the key measures using the four main themes of policy development, infrastructure, mobility & service and network management & maintenance as set out in the Action Plan and an outline development programme for the next 12 months.

The report provides an extensive review of the current datasets used to measure success and challenges against key objectives outlined in the Action Plan using the key performance indicators provided which align with the Best City Ambition.

It is recognised that even by successfully delivering all the infrastructure and policy measures outlined in our Action Plan we will still need to do much more if we are to achieve our carbon reduction objectives by 2030. It is also noted that our current and future funding position remains uncertain with a high reliance on variable government grants and competitive bidding processes.

The cost of delivering our long-term ambition in the Connecting Leeds Transport Strategy to become net-zero by 2030 is still significantly beyond the level of funding currently available.

Recommendations

Executive Board is requested:

- a) To note the annual progress report of the Connecting Leeds Transport Strategy and associated Action Plan 2021-2024
- b) Note the progress and successes of the key measures outlined in the Action Plan and report and how these impact the wider context of the Leeds City Council Best City Ambitions.
- c) Note the progress against interim datasets and associated key performance indicators used to develop the Connecting Leeds Action Plan that support the aims and objectives of the Connecting Leeds Transport Strategy.

What is this report about?

- 1 The report provides an update on the Connecting Leeds Transport Strategy, Action Plan 1 development since the approval at the Executive Board meeting on the 20th of October 2021.
- 2 This reports seek to explain the importance of the Leeds Transport Strategy and Action Plan in the wider context of the Best City Ambitions to ensure all the various services align with the agreed key themes.
- 3 This report highlights the progress of each measure against key objectives outlined in the Action Plan using key performance indicators aligned with the Best City Ambition (see figure 2).
- 4 This report seeks to review the current datasets and associated key performance indicators used to develop the Connecting Leeds Action Plan and consider additional datasets and methodologies available which could provide more precise performance metrics which better reflect the impact of the specific measures aligned with the Transport Strategy.
- 5 The report provides an outline of the development programme for the next 12 months including a review of the current table of measures noting potential new schemes and policies aligned with the Transport Strategy.

What impact will this proposal have?

- 6 The importance of the Leeds Transport Strategy in the wider context of the city can't be underestimated. Leeds is a growing city with a population estimated at 812,000 (ONS 2021 census). Leeds continues to be the main driver of economic growth in West Yorkshire with around 470,000 people working in the city putting Leeds in the top five nationally for private sector employment. Continued strong private sector growth since 2010 has maintained the city's employment rate above average for the region.
- 7 Transport is also the main contributor to carbon emissions in Leeds with the Council making a commitment to a long-term air quality strategy in order to help ensure compliance with legal limits of emissions to bring about further air quality improvements and associated health benefits. Everybody needs to work together in order to drive change if we are to achieve our ambitious targets by 2030.
- 8 In order to achieve our ambitious vision we believe we need to take a targeted but flexible approach, which adapts to different opportunities and challenges across Leeds. Our planned interventions will intend to accelerate further reduction in carbon emissions from transport, but we need to be able to accurately measure our success against the objectives set out in our Action Plan.
- 9 A detailed Equality, Diversity, Cohesion and Integration (EDCI) screening document was included with the Connecting Leeds Strategy Report approved by Executive Board in October 2021 which covers this Annual Update Report. A copy of the original EDCI report is included as an Appendix.

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

Monitoring of interventions and Policy

- 10 We will monitor, appraise, and evaluate performance against our targets on a regular basis to ensure the strategy is successful and that changes to our approach can be made if required.
- 11 Effective monitoring and evaluation will also allow us to better plan and prioritise the use of our resources over the lifetime of the strategy. Monitoring, appraisal, and evaluation are essential to ensuring the policies and proposals of our strategy are to be achieved and to ensure we stay on track.

Action Plan 2021-2024 - Progress and Key Successes.

- 12 The status of all the measures documented against the 4 main themes which include policy development, infrastructure delivery, mobility and services, network management and maintenance.
- 13 Each measure was first evaluated to understand whether it would be delivered before the end of the current action plan in 2024.
- 14 It was noted that 43% of measures were already completed, 42% were on schedule to be completed by 2024 and 15% were unlikely to be completed by 2024 (see figure 1 below with further details in appendix).

Measure Timescale (by end of current action plan 1 in 2024)	Progress	Completion success rate
Completed within proposed timescale	Green	43%
On schedule to complete within proposed timescale	Amber	42%
Unlikely to complete within proposed timescale	Red	15%

Figure 1 – Percentage of measures due to be completed by 2024.

- 15 This will be updated annually, with additional schemes not outlined in the current Action Plan, added to the list of measures as required, with other complete schemes / interventions removed.
- 16 The measures that are red whilst considered unlikely to complete by 2024, several of these measures have since been successfully funded via CRSTS (City Region Sustainable Transport Settlement). This may reconfigure the timeline for these works to beyond the current action plan period to 2024 but are still expected to be delivered before 2030.

Part 1 - Action Plan Key Successes 2021/22

- 17 This section provides a summary of the key infrastructure and policy successes which have been completed and delivered in the last 12 months since the Connecting Leeds Transport Strategy was approved in October 2021.

Vision Zero

- 18 The Safe Roads Vision Zero 2040 Strategy targets to end deaths and serious injuries by road traffic in Leeds by 2040 and thus supports the Leeds Transport Strategy. This was consulted on extensively and then formally adopted by the city at Executive Board in October 2022. We know that incidents are preventable and Vision Zero shares responsibility for fatalities with road users, the local highway authority and the police. Both action plans will be implemented in parallel.
- 19 This Vision Zero Action Plan focuses on objectives that directly support the goal of eliminating deaths and serious injuries. Our Road Safety Scheme Programme will be guided by the Vision Zero Approach. Targeted interventions are being developed based on KSI data include schemes on Chapeltown Road, Regent Street and Harehills Road and Meanwood
- 20 Relevant accident statistics, trends and associated key performance indicators related to the Vision Zero initiative can be found in Appendix 1

Road Space Reallocation and Streetscape

- 21 A Streetscape Reallocation Policy has been adopted in 2022, which prioritises space on our streets for sustainable transport. It will be used by all scheme designers, with training and best practice shared, to ensure the principles of the Connecting Leeds Transport Strategy materialise on our streets.

Bus Reform

- 22 Leeds have been working with the Combined Authority on Bus Reform. This includes work to establish an Enhanced Partnership, that builds on the 'Bus Alliance' between the CA, LCC and the bus operators.
- 23 Another associated workstream is around BSIP (Bus service improvement plan) funding that has been awarded to the CA. This funding will deliver both a reconfigured, enhanced, and expanded network of services and infrastructure schemes for bus priority to further support the bus offering.

Since September 2022 bus passengers in Leeds have benefited from lower and more consistently priced fares. Thanks to two new Mayor's Fares, single journeys capped at £2 and the MCard DaySaver at £4.50, reduced from £5.50 – an almost 20% saving on the current price. Early data analysis at a West Yorkshire level would suggest that bus patronage in September increased by 5% compared with June 22. Bus travel by adult paying passengers in September 22 was around 10% higher than average monthly patronage in 2022.

- 24 The CA are undertaking a franchising assessment, that LCC are feeding into, to explore franchising as an option to deliver better services in Leeds.
- 25 Additional funding has recently been secured by the CA with input from the districts, from a successful Levelling Up (round 2) bid for a 'West Yorkshire bus journey improvement scheme'. This is for improving the efficiency, safety, and accessibility of our core bus network and to enable safer and more accessible end to end journeys. The focus for Leeds will be to address outstanding bus 'hotspots' on the network to speed up journeys for passengers. Along with additional work to improve accessibility for all.
- 26 Since the pandemic bus services have been supported by Government interventions to payments of BSOG (Bus service Operators Grant) and Concessionary fares grants. This funding is currently expected to expire at the end of March 2023, this combined with current inflationary pressures and driver shortages; will create challenges for operators that LCC in partnership with the CA and operators will work through.

Improvements in Rail Service Provision

- 27 Leeds Station Sustainable Travel Gateway has completed works to improve pedestrian and cycling connectivity on Dark Neville Street connecting the Southern Entrance to the existing station and Bishopgate / Neville Street. All Advance Works are largely complete. Main Works contract due to commence in February 2023 subject to final negotiation of the contract.
- 28 White Rose Station construction is on site and the platform supports were installed over Christmas with delivery still expected by the end of 2023. Thorpe Park and Leeds Bradford International Airport Stations are in design and business case development with both subject to a solution being developed to meet funding gaps.
- 29 TransPennine Route Upgrade works have commenced on the development of a new accessible Morley station due to open September 2024. Informal consultation on a potential Transport and Works Act Order (TWAO) for the TRU East of Leeds Station to Micklefield has been undertaken and is anticipated to be lodged with DfT Summer 2023.
- 30 Leeds Existing Station Programme to redevelop the existing city centre station is currently awaiting Government approval for funding to develop design and a Full Business Case is expected over the next 2 years. At the time of writing, this approval is expected shortly.
- 31 Leeds Station Platform extensions programme is ongoing building on the completion of Platform 0 (new) and extensions to Platforms 1-7. Platforms 8 – 17 extensions are in feasibility design stage.

32 The Terms of Reference for the study into how to bring HS2 trains from East Midlands to Leeds and Leeds Station Capacity were announced in the Integrated Rail Plan for the North and Midlands published on 18th November 2021 have, at the time of writing, still not been published. Once the terms of reference have been published which government advises remains imminent the study is anticipated to take some 24 months.

City Centre Package of Works

33 The implementation of schemes on Park Row, The Headrow, Corn Exchange and Meadow Lane have transformed these areas, provided improved bus reliability, safe and more accessible cycle facilities and enhanced public spaces including Cookridge Street and the first phase of Aire Park.

34 Building on these successful schemes, significant works are ongoing in the city centre at City Square, Leeds Station, and Crown Point Road to create a world class city centre where people want to live, work and visit. Further discussions held with Senior Officers and Councillors related to City Square on how to best manage and mitigate traffic congestion as we transition towards a full closure of City Square to through traffic. Current list of outstanding City Centre works are summarised with indicative dates in the table below:

City Centre Works Detail	Works Location	Works Start Time	Works Completion Date
<u>Bishopsgate Street and Neville Street lane closures</u> <ul style="list-style-type: none"> Lane closures on Bishopsgate Street and Neville Street were implemented on 23 May 2022. Lane closures are expected to last until summer 2023 in conjunction with latter phases of the city square closure works. 	Bishopsgate Street and Neville Street	May 2022	Summer 2023
<u>City Square closure</u> <ul style="list-style-type: none"> Works began in September 2022 to transform City Square into a more people-first environment, providing a world-class gateway to the city centre making it an even safer place to live, work and visit. Original completion date of February 2023 however since revised to June 2023, owing to key stakeholder redesigns. 	City Square and adjoining roads	Autumn/Winter 2022	Spring / Summer 2023
<u>City Square closure next phase Jan 2023</u> <ul style="list-style-type: none"> The current one-way direction of travel running from Thirsk row via Wellington Street and Kings Street (up to Infirmary Street) will no longer take place. King Street and Thirsk Row will become two-way Thirsk Row will become two-way for all traffic King Street will have a new southbound 24-hour bus gate 	King Street / Thirsk Row / Wellington Street	January 2023	Spring / Summer 2023
<u>Urgent utilities works</u> <ul style="list-style-type: none"> Starting from 4-22 January 2023 development utility works are planned along Whitehall Road, from the Globe Road junction towards Springwell Road junction, Yorkshire Water plan to follow from 23 January to 31 March, affecting Holbeck area. These are planned to support further inclusive growth in the Holbeck Urban Village. Co-ordinated with wider planned improvements in the city centre. 	Whitehall Road, Globe Road, Springwell Road,	January 2023	March 2023
<u>East Parade bus gate</u> <ul style="list-style-type: none"> Important to reduce traffic flows on Whitehall Road and Wellington Street, protecting buses and the station rear entrance. This is only minor works (mostly road markings and signs) but will some road/kerb realignments. 	East Parade	June 2023	June 2023
<u>District Heating installation works</u> <ul style="list-style-type: none"> Further works along the Headrow to Westgate due to start in 2023. Two options of summer 2023 and Winter 2024 currently being reviewed which best fit with other works to minimise disruption. Decision will be made in Feb 2023 	Headrow/ Westgate	Summer 2023 or Winter 2024	6 – 8 weeks duration

<ul style="list-style-type: none"> Installation works are expected to take approximately 6-8 weeks. 			
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35 Armley Gyratory improvements are on site, which complements the work being undertaken by National Highways on the M621 and follows the successful completion of Regent Street Bridge to provide appropriate routes for strategic traffic around the city centre. Armley Gyratory additional traffic capacity potentially delivered by summer 2023 which will allow city centre works detailed above to progress.

36 The city centre cycle network continues to expand with the Western Gateway scheme on site and followed shortly by improvements on Crown Point Bridge and key links in the south of the city centre from Dewsbury Road to Neville Street. Funding from CRSTS has been secured to continue this network expansion with feasibility work underway ahead of public consultation in 2023.

LPTIP (Leeds Public Transport Investment Programme)

37 The LPTIP programme successfully finished delivery in 2022. A highlight was the world class gateways to the city centre as described above.

38 The package of public transport improvements was informed by the Transport Conversation and schemes delivered aspirations in line with the Leeds Transport Strategy. Key was increased use of public transport in a manner which contributes to carbon reduction by encouraging modal shift away from the private car and supporting inclusive growth by making it easier to access education, employment, and public services.

Park and Ride

39 Extensions of the 2 P&R sites at Temple Green (388 space expansion taking capacity to 1388 spaces) & Elland Road (570 space expansion taking capacity to 1358 spaces) in addition to the new award winning Stourton site (1200 spaces), with solar power generation and electric buses, has increased the capacity to nearly 4000 spaces.

40 Patronage levels continue to grow post pandemic, and the service continues to get excellent customer feedback. P&R provision has supported the city centre commuter parking planning policy to reduce the number of temporary city centre car parks and encourage development of these sites.

41 Full details of achievements of the LPTIP schemes and P&R are contained in the LPTIP programme report for Executive board of the 8th of February 2023.

ELOR (East Leeds Orbital Route)

42 The council successfully delivered the biggest infrastructure project delivered by Leeds City Council since the completion of the Leeds Inner Ring Road half a century ago. Facilitating the East Leeds Extension, to create a planned major strategic growth area for the city.

City Connect 3

43 Three new segregated cycle routes completed; Dewsbury Road, Elland Road, and Clay Pit Lane.

44 Active travel encouraged through the creation of safer cycle lanes. Pedestrians will benefit from new walking routes and safer crossings. All of which is a bid to make sustainable travel more appealing by improving walking, and cycling connections

Local Rail Stations

- 45 A new White Rose Station is on site and development work continues to be progressed by the Combined Authority and Network Rail for new stations at Thorpe Park and LBA Parkway.

Car Club Policy

- 46 The council agreed and signed-off a new extended contract with Enterprise in Summer 2022. Leeds car club partner, Enterprise Car Club, offers an alternative to car ownership by providing the flexibility their rental packages offer.

Zero Emission Delivery Robots (Starship Technologies)

- 47 A trial agreement has been approved with Starship Technologies to provide a new and innovative last mile delivery service using zero emission autonomous personal delivery droids (PDDs). The trial was launched on the November 30th 2022 and will run for 3 months with the option to continue if successful. During the trial period residents in the participating area will be able to use the Starship delivery service to order groceries via an online app from two CO-OP stores located within the trial area. The service operates with 20 delivery droids (10 at each location).

Regent Street Bridge

- 48 The new flyover was completed in summer 2022 after 2 years of work through the covid pandemic. Since then, both the southern and northern structures were demolished and rebuilt, with over 120 metres of new bridge installed. The new layout underneath the flyover will improve walking and cycling facilities, as part of the Mabgate area regeneration.

Funding

- 49 In the last year several new funding pipelines have become available, as other funding streams like LPTIP and TCF (Transforming Cities Fund) have expired. A notable success of the over-programming approach of the LPTIP package, is that Leeds has several schemes considered 'shovel ready,' which have been able to secure or apply for funding from these new funding sources.
- 50 The City Region Sustainable Transport Settlements (CRSTS) has given Leeds, as part of the West Yorkshire allocation, a guaranteed funding package until the 2026/27 financial year. Other funding sources include BSIP (Bus Service Improvement Plan) to help fund further bus priority also supported through the Enhanced Partnership with operators.

Several Levelling Up Fund bids were submitted with a transport component in summer 2022 however none of these were successful. In January 2023, the Government announced the results of this competitive bidding process, with none of the Leeds's 6 bids being awarded funding. Alternatives funding sources will be sought to take forward these schemes and deliver the benefits for Leeds.

Inflation Review

- 51 In 2022 the combined authority undertook an inflation review to understand the implications of significant cost pressures caused by unusually high levels of inflation across the capital programmes. The Combined Authority and partner councils worked in partnership to address the inflation issues that are collectively being experienced on transport projects and associated schemes. This resulted in some projects being reduced in scope or paused and added to a future funding pipeline. Schemes on the A64, A58 and A639 were reduced in scope and schemes on the A61 are being designed ready for future funding opportunities.

Mass Transit

- 52 LCC (Leeds City Council) continue to support the development of Mass Transit with the Combined Authority. A well connected, low-carbon transport alternative is only possible with a modern, integrated

transport system, of which Mass Transit is an integral part. An updated Mass Transit Vision document has been published for consultation and significant development funding has been secured through the City Region Sustainable Transport Settlement (CRSTS). The West Yorkshire Mass Transit 2040 plan has recently been out for public consultation which ran until January 2023.

Freight Policy

- 53 Decarbonisation of the freight sector is an essential part of the Leeds Transport Strategy which currently has not been measured in full. Leeds City Council have played a key role in the development of the Combined Authority rail freight study which is part of the wider Rail Strategy. A draft has been produced and will be published shortly. LCC have also fed into work on identifying potential new rail freight interchange sites across Leeds and West Yorkshire.
- 54 LCC have also worked with WYCA (West Yorkshire Combined Authority) on the feasibility work to use the river Aire to transport marine aggregate directly into Leeds with the potential to redevelop Stourton Wharf to receive goods.
- 55 Both Rail and Waterborne freight provide a more sustainable and low carbon alternative to road freight especially for bulk freight over longer distances.
- 56 LCC have successfully launched a E-cargo bike hire scheme to help promote a sustainable 'last mile' logistics service and reduce the reliance on LGVs. Early discussions have also been held with local and national cargo bike service providers to understand how these companies could operate successfully in Leeds.

Safe and sustainable travel (street charter)

- 57 A Street Charter will have the potential to bring together the elements and establish that core principles that are crucial for making our streets more inclusive as part of a single, simple, and easy to follow document, to foster understanding of the needs of all pedestrians, with a particular focus on understanding the barriers faced by key groups. It would expand Our Spaces strategy beyond the city centre. Detailed engagement has been undertaken with stakeholders and user groups to develop a draft charter for Leeds. After further consultation and engagement is planned 2023 we then hope to finalise and launch the Charter.

Local Plan updates.

- 58 The Leeds Local Plan is in the process of being updated, an initial update has recently been published for public consultation with further updates due to be drafted and consulted on in 2023. The update has key objectives of Carbon Reduction, Flood Risk, Green and Blue Infrastructure, effective Place-Making and Sustainable Infrastructure in alignment with the Transport Strategy. The Local Plan update has commissioned a separate study on the concept of achieving 20-minute Neighbourhoods in Leeds. A '20-minute neighbourhood' scenario would be one with higher density, mixed use development that targets access to public green space, a range of affordable house types, public transport, and active travel. This can create the demand for associated services and business, employment, and public transport, with local services within a 15–20-minute walking distance at most and an emphasis on active travel.

Junction Signalisation Improvements

- 59 LCC are upgrading several major junctions that have been successfully funded, including at Fink Hill and Dyneley Arms junctions where works are currently in progress.

Pedestrian Crossing Review

- 60 The annual pedestrian crossing programme this year invested £275,000 on new and upgraded safe crossings across Leeds. These schemes contribute to both our vision zero goal and that of making walking the safe and easy way for people to get around their local communities.

Bike Share

- 61 An E-bike scheme for Leeds will provide people who travel within Leeds (be they residents, workers, or visitors) with an opportunity to access e-bikes and to use those bikes as an alternative to other modes of travel particularly for short distance trips. Public bike hire projects are becoming increasingly popular and well used in UK cities, and a fully electric bike hire scheme will be particularly suited to Leeds because of the hilly terrain. A tender has been put out for service providers for the scheme, which is expected to be operational in 2023.

Climate Emergency Task Group

- 62 A project has been launched to develop and shape Highways & Transportation's response to the climate emergency through establishing processes and best practice workstreams which consider whole-life carbon assessments to ensure our infrastructure and communities are resilient and satisfy commitments made as part of our climate emergency declaration to respond to climate change.
- 63 This will particularly help to embed carbon literacy within the service and drive forward work to reduce carbon impact of core workstreams within Network Management and Maintenance. This will include reviewing the types of materials procured, current supply chains and new ways of working.
- 64 Our street-lighting team have made substantial progress on reducing the energy consumption of lighting in the city and are nearing completion of converting the city's streetlights to all be LED.

Summary of remaining infrastructure measures and policy

- 65 Since publication of the action plan, additional infrastructure schemes that will contribute to the success of the strategy have been added to the programme and are outlined below:
- The A660 corridor has substantial investment planned to transform the corridor to reduce congestion and use road space in line with our Streetscape policy which prioritises space on our streets for sustainable transport.
 - At Lawnswood Roundabout plans will improve safety for all road users and provide safe convenient facilities for walking and cycling across the Lawnswood junction. Bus lanes on the approaches and signal technology will make bus services quicker and more reliable on Otley Road. The detailed design and business case for the scheme are being prepared ahead of construction starting in 2023.
 - From the Shaw Lane junction in the centre of Headingley through to the university district, funding has been secured from the Active Travel Fund to upgrade the successful temporary scheme to give high quality segregated cycling provision on the corridor.
 - A programme of works within the Connecting West Leeds secured through the Levelling Up Fund will create safe new links for walking and cycling, and address barriers and connect communities in the area.

Section Summary

- 66 The significant amount of infrastructure improvement schemes and policy measures outlined in Section 1 highlights the sheer amount of work completed over the last 12 months. Successfully delivering large infrastructure schemes including ELOR, LPTIP and the award-winning Stourton Park and Ride has shown we are capable of delivering large scale projects in Leeds.
- 67 This level of change across Leeds emphasises the importance that the Transport Strategy objectives at the centre of all schemes and policies in order to be successful in achieving our target of net-zero by 2030.

Part 2 – Action Plan Key Performance Indicators (KPIs)

- 68 This section focuses on the key KPI's and associated datasets used to measure success against our objectives detailed in the Action Plan.
- 69 A series of Key Performance Indicators (KPIs) were identified in our Action Plan to accurately measure our success ensuring progress is made towards our objectives and targets.
- 70 It is also important that we continue to monitor and evaluate our progress and success of our first round of infrastructure investment and key policy interventions.
- 71 The following table sets out our data requirements to monitor our progress against our objectives which have been aligned with the three pillars of the Best City Ambition (see figure 2).

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

Figure 2 – Key Performance Indicators and Datasets used to measure success.

Transport Strategy Action Plan - Key Performance Evaluation

72 The success of each objective has been monitored and evaluated using datasets which best apply to each objective. This is found in Appendix 1 which contains full data on the 12 objectives and summarised in figure 3 which evaluate the 3 best council ambitions.

73 A summary across these themes is given below with fuller datasets available in the appendix:

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

Figure 3 – Indicators and Objectives

Tackling Climate Change

74 Reducing carbon emissions from transport to achieve net zero by 2030, as per the goal of the council's declaration of a climate emergency is acknowledged to be highly challenging in the transport strategy. A goal for a 43% reduction in CO2 emissions is the level that will be achieved if the mode split targets in figure 3 above were achieved by 2030.

75 As reported in the appendix under indicator 2, the Department for Business, Energy and Industrial Strategy produce estimations of Carbon Emissions from transport. In 2020 when the pandemic caused a substantial reduction in travel, we can see that in 2020 overall carbon emissions from Transport in the Leeds district reduced by 17%. Looking at road sources that the council have more direct control over; Local A roads reduced by 22.7% and local minor roads by 15% within the district. This dataset is not directly comparable for methodology reasons with our 43% reduction goal but does illustrate the scale of the challenge.

76 The total distances travelled on our roads were still lower in 2021 than pre-pandemic in 2019. With a 13% reduction shown in Indicator 1. LGV (+2%) and HGV (5%) traffic though was higher in 2021 than in 2019. This highlights the importance of the freight strategies discussed at sections 38-41.

- 77 Indicator 4 on the uptake of zero emission vehicles showed encouraging signs in the last year. The number of publicly available EV charging points increase by 129 from October 21 to reach 418 in October 22. First buses now have 21 electric buses operational in Leeds, an increase of 12 on the previous year, First have 32 additional electric vehicles on order with electric charging facilities also planned to be installed at Bramley depot. The LCC internal fleet of zero emission electric vehicles has also significantly grown to now be 384 an increase from 2021 of a further 54 vehicles. This LCC total marks Leeds out as a national leader in this area.
- 78 Due to the pandemic reliable and meaningful data on mode share is less readily available. However, within indicator 2, a comparison is made of travel into the city centre and changes between 2019 and 2021. From this we see the proportion of trips into the city centre by car in the morning peak increased from a just over half (51.5%) to over two-thirds (69.2%). It has not been possible to obtain rail figures so the full modal split cannot currently be reported.

Delivering Inclusive Growth

- 79 The bus network has understandably had a difficult recovery post pandemic, with the challenge of driver availability and subsequent unreliability of service provision. Indicator 8 shows a provisional increase from 32.9 million (2020/2021) to 37.5 million (2021/2022) people boarding buses in the Leeds district, showing the network is recovering. Across the same timescale public satisfaction with the affordability of public transport decreased. The recent launch of 'Mayor's Fares' with single fares capped at £2 and multi-operator day tickets at £4.50 will help address the cost-of-living crisis.
- 80 Driver shortages are being addressed by operators with significant numbers of new staff being trained through the operators training programmes. This will help support further recovery, reliability and robustness in the bus network.

Improving Health and Wellbeing

- 81 Improving physical and mental health by ensuring walking and cycling are the first choice for the shortest journeys is a key focus of our transport strategy. Indicator 9 shows in 2022, compared to 2021, the rate of inactivity in Leeds reduced by 2.3%, equating to 14,000 residents moving from being classed as inactive (defined as less than 30 mins of exercise per week) to now being active.
- 82 The council's behaviour change team deliver to schoolchildren an extensive programme of training designed to help children safely walk and cycle in Leeds. From September 2021 to July 2022, over 10,000 pupils received road safety training and over 14,000 received Bikeability training.
- 83 By formally adopting the vision zero approach, Leeds City Council has committed to an ambition that by 2040 no one will be killed or suffer serious injuries on roads in Leeds.
- 84 As detailed within indicator 12 in the appendix, 2021 saw a disappointing rise in collisions totalling 1,404 (+409) in Leeds compared to 2020, with 19 (+8) deaths and 387 (+167) serious injuries occurring. These significant changes were also partly caused by a change in the metrics used by the Police to classify serious and slight injury which were changed in 2020/21. Future data should start to reflect true trends.
- 85 With the adoption of Vision Zero detailed reports on progress will be delivered to both Executive board and the Scrutiny Board for Infrastructure, Investment & Inclusive Growth.

Key Mode Split Targets

- 86 The Transport Strategy Action Plan has ambitious targets for modal shift in order to achieve our pledge to become carbon neutral city by 2030 and deliver the strategic vision of being a city where you do not need a car. A key factor in reducing the amount of carbon emission through transport is to simply reduce the distance travelled by car and increase the distance travelled by other modes in particular walking

and cycling which are the only carbon free transport alternatives. These ambitious targets if, achieved will result in up to a 43% decrease in carbon emissions from transport by 2030 however our current policy projections suggest we need to do more. By 2024, we need to have made progress to have any chance of meeting our targets for 2030.

- 87 The following increase in the percentage use of each mode is required in order to meet our target mode split by 2030 (see figure 4) with more detailed analysis in Appendix 1.

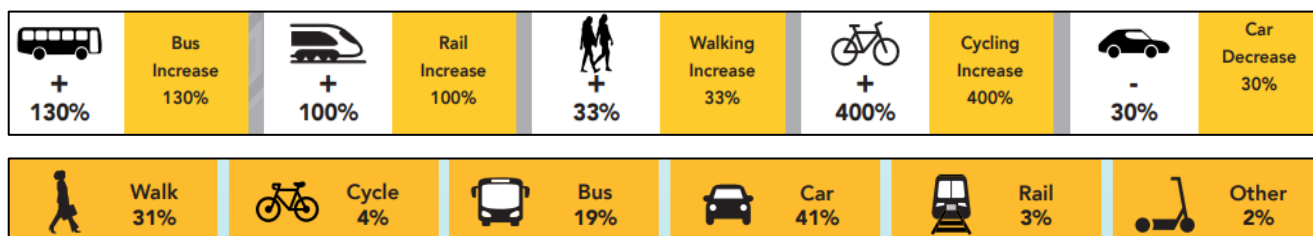


Figure 4 – Transport Strategy Modal Split targets by 2030

Data Challenges and Impact of Covid on Mode Split Analysis

- 88 The mode split targets are one of the main metrics to monitor success however there are still challenges accessing some of the required datasets and the ongoing impact of Covid-19 makes it difficult to provide meaningful annual trends. Further review of the current methodology is needed to maintain accuracy.
- 89 The current data is only available for 2019 and 2021 with 2022 data still to be finalised and published. Further work with internal LCC data count teams is needed to develop a more robust dataset and timeline for publishing to ensure this aligns with quarterly and annual reporting. Further details can be found in appendix 1 – Indicator 3.

Action Plan development programme for 2022-2023 - Key Actions

Continued scheme development.

- 90 The development of schemes included in the original Action Plan will continue through with the hope that those schemes which have currently been held may benefit from new funding opportunities allowing them to progress toward delivery by the Action Plan deadline of 2030. Examples include various corridor and junction improvement schemes. The table of measures outlined in our Action Plan will be updated to reflect any changes with delivery timescales.

Mass Transit route option

- 91 Development of the route options for Mass Transit in Leeds and West Yorkshire will continue through 2022–2023 with the development phase schedule to run until 2025. Potential route options through the City Centre and examples where mass transit could better connect suburban communities provide additional sustainable transport options and unlocking economic investment. Important that this process remains aligned with Transport Strategy and Action Plan as this continues to be an integral part of our carbon reduction agenda going forward.

WY LTP4 (Local Transport Plan 4) Development

- 92 DfT (Department of Transport) require all transport authorities to produce a Local Transport Plan in 2023/4. Guidance has not been published yet, but LCC (Leeds City Council) will work with The Combined Authority to produce a West Yorkshire Local Transport Plan (WYLTP). We will ensure the vision and big moves within the Connecting Leeds Transport Strategy are represented in the WYLTP

Park & Ride Future Study

- 93 WYCA have commissioned a further study to look at future Bus/Rail Park and Ride opportunities in Leeds and across West Yorkshire which will be consulted through 2023. Will ensure that any future development works will be measured against the Action Plan objectives and evaluated using agreed of new KPI's.

Parking Policy

- 94 An updated parking strategy is being developed, which relates closely to the choice, demand and use of public transport and other non-car travel-based travel modes and a part in contributing to the achievement of sustainable balance between travel mode, place making and the impacts on health and wellbeing and the environment – air quality and climate change. Effective parking management is an essential element of the Transport Strategy.

LCWIP (Local Cycling and Walking Infrastructure Plan) and ATF4 (Active Travel Fund 4) bids

- 95 We will continue to develop the LCWIP for Leeds. This will ensure we prioritise funding affectively to connect our communities with better active travel choices. It will help us achieve our vision of a comprehensive sustainable travel network. LCC has a track record of provide quality active travel infrastructure. When DfT make available further funding opportunities by invited bids through ATF4 we anticipate using this to help fund key priorities identified in our LCWIP.

Summary and Conclusion

- 96 This report highlights the importance of collaborative working across the Council to ensure alignment with the Connecting Leeds Transport Strategy. A further extensive review of the existing datasets is still required in order to generate more robust KPIs which better identify the impacts of any new measures and policies.
- 97 Covid-19 has brought unprecedented challenges for the Leeds economy and has changed the way we think about place and how we use our spaces, as well as how we travel, work and shop . The impact of covid on the quality and availability of key datasets through 2020 into 2022 makes it difficult to generate meaningful year on year trends, the impact of which will reduce in the future.
- 98 By 2024, we need to have made progress towards our Net-Zero carbon target although we admit this will extremely challenging and ambitious. We are closely monitoring the success of our first round of transport infrastructure investment through our Action Plan and will submit a progress report to Executive Board again in 2023.

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

☒ Health and Wellbeing

☒ Inclusive Growth

☒ Zero Carbon

Health and Wellbeing

- 99 The strategy objectives are to ensure walking and cycling are the first choice for the shortest journeys, help make the city the best city to grow old in and child friendly through investment in our streets and eliminate road danger through adoption of a vision zero approach.

Inclusive Growth

- 100 The Inclusive Growth Strategy acknowledges the role of Transport in supporting and delivering inclusive growth in the city. Transport can help develop and regenerate places supporting the economy with the efficient movement of goods and people.

Zero Carbon

- 101 Our Transport Strategy and Action Plan form the Council's transport plan and as such continues to detail how the council seeks to work towards the 2030 net-zero target. Our strategy objectives are to reduce the need to travel and the number of car journeys, encourage people to choose active travel and public transport, improve the efficiency of the transport network and encourage the update of zero emission vehicles. The Strategy and Action Plan are aligned with our Air Quality Strategy 2021-2030 and its action plan.

What consultation and engagement has taken place?

Wards affected: All Wards consulted on the original Action Plan but not required for the progress update

Have ward members been consulted? ☐ Yes ☒ No

- 102 No further consultation has taken place since the Transport Strategy and Action Plan approval in October 2021

What are the resource implications?

- 103 There are no specific resource implications included within this update however we estimate there is a significant funding gap if we are to meet 2030 carbon targets and ambitions outlined in the Transport Strategy. Funding is needed both for ongoing maintenance and to deliver a number of key infrastructure programmes needed to facilitate the levels of transformational mode shift to active travel and public transport. We will continue to work with WYCA and call on national government for the support, powers, and funding to deliver the Connecting Leeds Transport Strategy.
- 104 We are also committed to starting a conversation with stakeholders in the district about how local contributions could contribute to the vital transport investment the district. The Department for Transport have indicated that local contribution will be a requirement of future funding settlements.
- 105 To reiterate the cost of delivering our long-term ambition in the Connecting Leeds Transport Strategy to become net-zero by 2030 is still significantly beyond the level of funding currently available.

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

- 106 The Transport Strategy Action Plan and the implementation of the schemes and policies which it will guide have a fundamental part to play in addressing the corporate risk of the Climate Emergency on Keeping the City Moving.
- 107 There is always a risk to the Leeds economy through both policies and external pressures. The Council recognises that growing the economy has positive benefits to the city and that the enhanced connectivity through the Connecting Leeds Transport Strategy is a crucial component of delivering our Inclusive Growth Strategy ambitions.
- 108 The risks relating to the Climate Emergency are that the actions of the Connecting Leeds Transport Strategy do not adequately address the need to reduce carbon emissions in-line with the Council's and national objectives
- 109 Reductions have to be rapid and sharp in order to stay within the council's carbon budget so speed of delivery is a key risk to success, especially when persuasion rather than enforcement has to be used to change behaviours.

What are the legal implications?

- 110 Not applicable for this update.

Options, timescales and measuring success

What other options were considered?

111 Not applicable for this update.

How will success be measured?

112 Our targets are ambitious - the level of change required will require everyone to play a role and think about their own travel patterns in the context of the Climate Emergency. The Action Plan is an essential tool in monitoring our progress in the journey towards net zero by 2030.

113 By adopting a series of short-term action plans, we can reflect on both feedback on our Connecting Leeds Transport Strategy, the monitoring from the schemes we deliver as well as the city's economic recovery from COVID. Alongside our Key Performance Indicators this will inform future action plans, investment priorities and decision making.

114 Individual monitoring and evaluation reports will be produced for schemes recently completed and under construction such that the effectiveness of schemes can be compared against the original business cases. This information and lessons learnt will allow future schemes to be refined to maximise the benefit to the people of Leeds.

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

115 The timeline set for development and implementation of the Transport Strategy Action Plan is detailed in the following table:

Action Plan 1 2021-2024	Action Plan 2 2024-2030	Action Plan 3 2027 - 2030
<ul style="list-style-type: none">• Current action plan• Action plan development phase• Review proposed data sets and KPI's best used to measure performance of interventions.	<ul style="list-style-type: none">• Evaluate schemes and policies from the first action plan• Refine table of measures to include new schemes and policies• Continue to refine metrics utilising new datasets.	<ul style="list-style-type: none">• Continue to evaluate schemes and policies from Action Plan 2• Refine table of measures to include new schemes and policies• Continue to refine metrics utilising new datasets.

Appendices

- Appendix 1 - Key Performance Indicators
- Appendix 2 - Appendix EDCI Transport Strategy Report

Background papers

- None.