

## Objective 1 Tackling Climate Change

### 1) Reducing the need for travel and the number of car journeys.

Indicator 1	Target	2019	2020	2021	Change (2019 to 2021)
<b>Estimation of Total Vehicle KM travelled in the district (Million Vehicle Kilometres)</b>	Decrease	6988	5545	6090	-13%
Excluding trunk roads (e.g., only roads under LCC (Leeds City Council) control)	Decrease	4274	3274	3657	-14%
Estimation of car KM travelled in the district	Decrease	5492	4171	4571	-17%
Estimation of LGV KM travelled in the district	Decrease	997	906	1017	+2%
Estimation of HGV KM travelled in the district	Decrease	415	412	437	+5%

- In 2021 primarily because of the covid-19 pandemic, total vehicle mileage trended downwards by 13 percent.
- Despite the overall lower traffic levels, these figures calculated by the DfT, show both LGV and HGV mileage to have increased over the 2019 figures. This shows the role to be played by the freight and logistics sector to achieve further decarbonisation. Leeds City Council are contributing to a freight strategy due to be published by WYCA in 2023 that will set out the further work required.

### 2) Leeds Carbon Neutral by 2030

Indicator 2	Target	2019	2020	Change
<b>Estimated Carbon Emission from Transport (kt CO2e)</b>	Decrease	1744.0	1446.8	-17.0%
Diesel Railways	Decrease	20.6	15.7	-23.5%
Road Transport (A roads)	Decrease	420.2	325.0	-22.7%
Road Transport (Minor Roads)	Decrease	667.6	567.7	-15.0%
Road Transport (Motorways)	Decrease	610.0	515.1	-15.6%
Transport 'Other'	Decrease	25.6	23.4	-8.9%

- This dataset is from the Department for Business, Energy & Industrial Strategy (BEIS). 2020 is the most recent year of data available.
- Although an anomaly due to the pandemic, these figures do illustrate the clear link between Road traffic and the transport sectors contribution to carbon emissions.

### 3) Encouraging people to choose active travel and public transport.

Indicator 3a	Target	2019-20	2020-21	Change
<b>Rail Patronage (Office of Rail and Road estimates of Rail Station usage –Number of Entries and Exits at all Stations in the Leeds district)</b>	Increase	38,228,726	7,297,330	-81%
Total Leeds City Station only	Increase	31,020,744	5,853,754	-81%

- Note in 2022, although comparable ORR figures are not available, WYCA track footfall at Leeds station and encouraging figures have been seen in 2022, with footfall at Leeds City Station at weekends frequently observed to be higher than pre-pandemic figures from 2019, (latest station footfall figures below).

	January	February	March	April	May	June	July	August	September	October
2019	2229307	2,350,817	2,892,187	2,241,260	2,768,646	2,240,163	2,650,655	2,147,013	2,136,989	1,871,309
2022	1,632,758	1,678,060	2,339,412	1,870,411	2,390,326	1,704,991	2,229,551	1,767,228	1,787,208	2,097,732
Percentage (2022 vs 2019)	73%	71%	81%	83%	86%	76%	84%	82%	84%	112%

- With disruption to services due to a shortage of drivers and industrial relations disputes, a clearer picture is likely to emerge of rail demand once these issues are resolved. But the early signs are of a strong growth in leisure travel which is encouraging as this market is acknowledged as the hardest to decarbonise.
- Note that whilst the numbers for 2020/21 are understandably down the ORR did flag Leeds as having the second highest footfall for any station outside London second only to Birmingham.

Indicator 3b	Target	2018-2019	2019-20	2020-21	Change (2020 to 2021)
<b>Bus Patronage Passengers boarding buses in Leeds</b>	Increase	67.4 million	32.9 million	37.5 million	+4.6 million

- Due to the impact of the pandemic limited insight can be gained from the previous 2 years of figures.
- Early results from one of the LPTIP corridors, that received investment through the ambitious programme have been encouraging. The A61 Low Road corridor, in 2021 had a 53.7% mode share for bus for inbound journeys in the morning peak.
- Fuller analysis of LPTIP once this is available will provide further insight on the success of the programme and also inform further workstreams to invest more in the bus network.

Indicator 3c	Target	2020	2021	Change
<b>Active Lives Survey proportion of Leeds residents walking at least once a week</b>	Increase	71.1%	67%	-4.1
<b>Active Lives Survey proportion of adult Leeds residents cycling at least once per month</b>	Increase	12.1%	9.6%	-2.5

- This survey is conducted annually by Sport England.
- As well as the headline figures above, additional data from the survey, shows how many Leeds residents walk or cycle, for what is defined as travel purposes as opposed to leisure. These figures are lower at 3.9% for cycling at least once per month, and 31.3% for walking at least once per week.
- The fact that currently about 10% of Leeds residents cycle for any purpose shows that achieving our 2030 target of 4% of trips made by cycling, can in part be achieved not just by getting non-cyclists to try cycling, but to encourage those who already cycle to make a wider variety of trips by bicycle.

Indicator 3d	Target	2019	2021	Change
<b>Increase in city centre travel by sustainable transport (walk+cycle+bus+rail)</b>	Increase	N/A	N/A	
Walk	Increase	6.2%	6.1%	-0.1%
Cycle	Increase	1.4%	1.5%	+0.1%
Motorcycle	-	0.3%	0.3%	-
Car	Decrease	51.5%	69.2%	+17.7
Bus	Increase	24.6%	22.9%	-1.5%
Rail	Increase	N/A	N/A	

- This indicator is based on surveys of travel into to Leeds City centre during the morning peak time from 7.30 am to 9.30 am. This survey was not conducted during 2020.
- Our 2030 target is for a 57% share of trips in Leeds to be made by the sustainable modes.
- The 2021 figures reported here are provisional and subject to final validation. It has not been possible to obtain rail figures, but it seems for city centre travel in 2021, that bus patronage only declined slightly, whereas the increase in car travel can be inferred to have substituted for rail travel. Data for 2022 when available will help to better understand changes in travel patterns.

Year	Total Persons Crossing Cordon	Annual change (from previous year)	Cycle	Motorcycle	Car	Bus	Train
2019	121,345	1.73%	1,757	362	62,537	29,852	n/a
2021	71,327	-40.20%	1,046	200	49,394	16,303	n/a

- The table above gives a breakdown of actual rather than percentage figures. Although the Cordon is designed to highlight trips to the city centre, it does include some through trips. With the closure of City Square, we will monitor to see if the latest figure of just under 50,000 car occupants travelling into the city centre in the AM peak changes significantly in the following years.

Indicator 3e	Target	2021	2022	Change
Leeds District Wide Local Roads –Mode Split Surveys, proportion of traffic by all modes	n/a	n/a	n/a	n/a

- As noted in Appendix 2, this indicator is in development and when complete will include surveys across Leeds in all 107 MSOA census areas, comprising mostly minor roads in localities across the district. Data collection has begun in 2022 which should enable reporting on this metric from 2023.
- This dataset will better allow us to track traffic changes on this part of the network. Major roads and traffic in the city centre are well understood, this survey which is planned to be repeated annually up to 2030, will provide extra insight into changing traffic patterns on a more local level.

#### 4) Encouraging and leading the uptake of zero emissions vehicles

Indicator 4a	Target	October 2021	October 2022	Change
<b>Publicly available electric vehicle charging devices at all speeds by local authority (Number across the Leeds District)</b>	Increase	289	418	+129

- This dataset from the DfT and uses data from Zap-Map (<https://www.zap-map.com/>). Leeds has achieved in the last year a substantial increase in publicly available charge points.
- These include the range of charge points, including Rapid Chargers installed at Stourton Park and Ride.

Indicator 4b	Target	2021	2022	Change
<b>Number of Electric Buses Operational in Leeds</b>	Increase	9	21	+12

- Sizeable progress has been made on starting to decarbonise the Leeds bus fleet. First Bus in Leeds currently operate 21 electric buses in public service in Leeds. First are also operating 4 electric minibuses for internal staff transport further reducing carbon emissions.
- A significant number of electric buses are currently on order with support from the successful ZEBRA DfT fund. This comprises 32 buses directly for Leeds on order from First bus with extra funding secured to upgrade Bramley bus depot to have eclectic charging infrastructure, completing charging facilities already installed at Hunslet depot.
- The Zebra funding will also contribute further, with Arriva and Transdev also receiving funding for buses in West Yorkshire, which will include buses operated in Leeds such as the airport services.

Indicator 4c	Target	2021	2022	Change
<b>Number of Electric vehicles in the LCC fleet that are zero emissions</b>	Increase	330	384	+54

- A substantial proportion of the Leeds City Council fleet has been converted to electric vehicles. LCC have a total of approximately 1100 vehicles in total within the fleet.
- The 384 total and the relative proportion of the fleet puts Leeds, in one of, if not the leading position in the country for Local Authority uptake of electric vehicles for internal use.

Indicator 4d	Target	2021 (Q2)	2022 (Q2)	Change
<b>Proportion of Electric vehicles observed at count sites in Leeds (Proportion of cars that are zero emission electric)</b>	Increase	1.07%	2.35%	+1.28
<b>Proportion of Electric vehicles observed at count sites in Leeds (Proportion of Vans that are zero emission electric)</b>	Increase	0.61%	0.90%	+0.29

- These figures are obtained from surveys conducted to report on Air Quality in Leeds.

## Objective 2 Delivering Inclusive growth

- 5) Support individuals to access more employment opportunities through a comprehensive transport network

Indicator 5	Target	2020	2021	Change
<b>Number of people with access to the public transport network (Leeds residents living within 400m of a high frequency bus route)</b>	Increase	79%	N/A	
Number of people with access to the core cycle network (Metric will be developed alongside development work underway on the Leeds Local Cycling and Walking Infrastructure Plan)	Increase	N/A	N/A	
<b>Mode share of journeys to work (annual travel to work survey)</b>		2020	2021	
Bus	Increase	9.34%	10.51%	+1.17
Car	Decrease	34.28%	45.69%	+11.41
Cycle	Increase	2.11%	3.23%	+1.12
Foot	Increase	3.71%	6.14%	+2.43
Work from home	n/a	45.59%	25.36%	-20.73
Train	Increase	4.57%	7.41%	+2.84
Other	n/a	0.31%	0.76%	+0.45

- WYCA calculate that 79% of addresses in Leeds are within 400m of a bus stop served by 4 buses or more during the morning peak of 7-9.30am. (West Yorkshire Strategic Bus Network Review Feb 2020).
- LCC are currently working on a Local Cycling and Walking Infrastructure Plan for Leeds, this will inform the prioritisation of further roll out of the core cycle network.

- The annual travel to work survey is organised and conducted by Leeds City Council's Travel Planning Team. It reaches over 5000 employees across Leeds.

#### 6) Develop and regenerate places through continued investment in transport infrastructure

Indicator 6	Target	2021	2022	Change
Number of new developments	Increase	N/A	N/A	N/A

- A suitable metric for measuring the contribution of Leeds City Council Highways Development Control is not currently available.
- The above indicator 5 however does give some insight into the effectiveness of sustainable development and travel planning.

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

Indicator 7	Target	2020	2021	Change
Local A Road delay (Seconds per vehicle per mile, from DfT statistics)	Decrease	n/a	43.8	N/A

- Due to changes in suppliers of the Road Travel Time Data, the data from past years is not comparable to the reported 2021 figure.

#### 8) Lower the cost of mobility, ensuring transport is affordable and accessible for everyone

Indicator 8a		Target	2020/21	2021/2022	Change
Public perception of the Affordability of Public Transport (From WYCA Tracker Survey scored on scale of 1-10 with 1 very dissatisfied with the cost and 10 highly satisfied with the cost)		Increase	6.0	5.6	-0.4
Public perception of the Affordability of Motoring (From WYCA Tracker Survey scored on scale of 1-10 with 1 very dissatisfied with the cost and 10 highly satisfied with the cost)		Increase	5.6	5.6	N/A
Indicator 8b		Target	2020/21	2021/22	Change
Number of people supported into work		Increase	3,405	3,473	2%
Indicator 8c	Target	2018-2019	2019-2020	2020-2021 (Provisional)	Change (20 to 21)
Passengers boarding buses in Leeds	Increase	67.4 million	32.9 million	37.5 million	+4.6 million

### Objective 3 Improving health and wellbeing

#### 9) Ensure walking and cycling are the first choice for the shortest journeys improving physical and mental health

Indicator 9	Target	2021	2022	Change
Active lives survey – Percentage of physically inactive adults (Defined as Leeds residents aged 19+ who do less than 30 minutes of exercise per week)	Decrease	25.6%	23.3%	-2.3%

- The Inactive rate has fallen from last year (25.6%) to 23.3% for the period Nov 2020 to Nov 2021 which equates to 150,000 people. This highlights that an extra 14,000 people have moved from being inactive to active this year.
- Note see metric 1 for vehicle kilometres travelled

#### 10) Reduce the negative effects of transport on our local communities, improving air quality and reducing CO2 emissions

Indicator 10–will be updated if data available	Target	2021	2022	Change
Hospital admissions data	Decrease	N/A	N/A	N/A

- The public health team are developing a way to report on how many admissions to hospitals are attributable to the negative impacts of air pollution. Subject to availability this will be included in next year's report.
- Note see indicator 1 for vehicle kilometres travelled
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#### 11) Help make Leeds the best city to grow old in and a child friendly city through making streets accessible to all

Indicator 11	Target	2019/20 (Sept to July)	2021/22 (Sept to July)	Change
Number of school pupils receiving Bikeability training	Increase	disrupted	14,000 pupils +	N/A
Number of school pupils receiving road safety training	Increase	disrupted	10,000 pupils +	N/A
Number of older persons bus pass holders boarding buses	Increase	N/A	N/A	N/A

- The LCC influencing travel behaviour team each year deliver to more than 10,000 children and young people in Leeds 'Bikeability' training.

- Concessionary bus passes are acknowledged to provide a vital service for older people in Leeds. In future years, we will attempt to track usage to monitor the use of bus by older people.
- Note see indicator 1 for vehicle kilometres travelled

## 12) Eliminate road deaths and serious injuries by adopting a Vision Zero approach to road collisions

Indicator 12	Target	2017	2018	2019	2020	2021	Change (20 to 21)
<b>Number of killed or seriously injured people in Leeds</b>	Decrease	324	337	356	231	406	+175
Fatal casualties	Decrease	15	26	22	11	19	+8
Seriously Injury casualties	Decrease	309	311	334	220	387	+167
All collisions including slight injuries	Decrease	1,409	1,239	1,129	783	1,034	+251

- In 2022 LCC formally adopted the Vision Zero approach, that is the cities ambition that by 2040 no one will be killed or suffer serious injuries on roads in Leeds. More detailed reports on progress against this ambition will be delivered to both Executive board and the Scrutiny Board for Infrastructure, Investment & Inclusive Growth.
- Recorded road collisions are classified as either slight, serious or fatal. A change to national methodology - now known as Collision Reporting and Sharing System (CRaSH) occurred in 2021. This has resulted in a re-classification that broadly has resulted in more collisions being recorded as serious rather than slight. However, as road safety data is routinely analysed in 5-year periods, the figures above to maintain consistency to existing data, are referring to pre-CRaSH data for the five years from 2017 to 2021.
- The Vision Zero team will soon have access to the full set of adjusted data, and we will switch to this as soon as possible.
- The substantial change as traffic levels returned to normal in 2021, shows that the more successful Leeds can be in reducing motor vehicle traffic, as per the headline 2030 target to reduce car traffic by 30%, will have substantial carryover into bringing the number of KSIs down.
- Note see indicator 1 for vehicle kilometres travelled.