

# Connecting Leeds Transport Strategy Action Plan Annual Update 2023

Date: 22<sup>nd</sup> November 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 focusing on the period from October 2022 to October 2023.

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. Since 2018 through Connecting Leeds, there has been over £750 million of investment across the city including the Leeds Public Transport Investment Programme, East Leeds Orbital Route, City Square and associated works, Armley gyratory, Regents Street flyover and Leeds City Bikes . As we look forward, investing in our places and transport to create a sustainable economy and greener future is a key aim of the Leeds Inclusive Growth Strategy.

The Annual Progress 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. It provides a 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.

The closure of City Square to general traffic marks an important move towards transforming the city centre, improving the main gateway to the city from the railway station, prioritising public transport and creating places for the people of Leeds to enjoy. The Mayor's Fares initiative has reduced the cost of bus travel across West Yorkshire. The successful launch of the Leeds City e-Bikes scheme in September, which is the largest of its kind in the UK will help more people make the switch to cycling for some of their journeys taking advantage of the high-quality infrastructure delivered by the Council.

The KPI's show some notable change has been achieved in certain areas where the interventions highlighted above have been delivered. The city centre mode split shows a change of over 10% from private car to sustainable modes with bus, rail walking and cycling all increasing.

The travel plan network survey also shows positive progress in achieving mode shift and reflects the efforts businesses in the city are making to implement travel plans and meet their own climate-based objectives.

While overall vehicle kilometres travelled are below 2019 levels, they have increased from last year and more will need to be done across the whole district to reverse this trend.

The overall casualty data for 2022 shows an increase from previous years. We have adopted our Vision Zero Strategy and are working with partners on delivery of actions. As an example, a programme of speed limit reduction enforced with average speed cameras is being delivered across a number of lengths for

## Recommendations

Executive Board is requested:

- a) To note the Annual Progress Report of the Connecting Leeds Transport Strategy - Action Plan 1 (2021-2024) including key successes and progress towards objectives.
- b) To note the funding challenges related to meeting our ambitions and targets, as outlined in the report.
- c) To note that further significant new measures may be required by end of 2024 in order to meet our net-zero targets and that a further report will be brought to Executive Board to detail these as part of the development of Connecting Leeds Transport Strategy Action Plan 2.

## What is this report about?

- 1 The report provides an introduction and overview of the second Annual Progress Report of the Connecting Leeds Transport Strategy (CLTS), Action Plan 1 development for the period between October 2022 to October 2023. The full Annual Progress Report is contained within Appendix 1.

## What impact will this proposal have?

- 2 The Connecting Leeds Transport Strategy has a significant part to play in delivering the Inclusive Growth Strategy for the city. 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 cities employment rate above average for the region. An efficient transport system, accessible to all is fundamental to continued inclusive growth.
- 3 Transport is the main contributor to carbon emissions in Leeds. The Connecting Leeds Transport Strategy sets the need to:
  - a) Reduce distance travelled.
  - b) Shift to public transport and active modes.
  - c) Decarbonising the vehicle fleet
- 4 Transport has a significant effect on Health & Wellbeing and the Strategy aims to:
  - a) Reduce the negative impacts of transport emissions on air quality.
  - b) Have no serious or fatal casualties on our roads (vision Zero).
  - c) Improve health through active travel (walking, wheeling, cycling).
- 5 To achieve our ambitions 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.
- 6 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. The original EDCI report is included as Appendix 2 and can be accessed [here](#).

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

### Monitoring of interventions and Policy

- 7 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.
- 8 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.

# Connecting Leeds Transport Strategy Action Plan 1

## Annual Progress Update - 2022 to 2023

- 9 The second CLTS Annual Progress Report is contained within Appendix 1.
- 10 The status of all the measures is documented against the four main themes which include policy development, infrastructure delivery, mobility and services, network management and maintenance.
- 11 Each measure was first evaluated to understand whether it would be delivered before the end of the current action plan in 2024. The measures which will not be complete by 2024 and several new schemes were then re-evaluated against Action Plan 2 and Action Plan 3 deadlines of 2027 and 2030 (Table 1).

Measure RAG Rating	Action Plan 1 by 2024 - Completion success rate	Action Plan 2 by 2027 - Completion success rate	Action Plan 3 by 2030 - Completion success rate
Completed within proposed timescale	44.44%	71.43%	79.37%
On schedule to complete within proposed timescale	31.75%	22.22%	15.87%
Unlikely to complete within proposed timescale	23.81%	6.35%	4.76%

**Table 1** – Percentage of original and addition measures due to be completed by each deadline.

- 12 Inflationary pressures across the capital programmes has necessitated the prioritisation of schemes with some now moved to a pipeline for future funding. It is hoped this would allow delivery before the Action Plan 3 deadline of 2030 (see timetable in paragraph 44).

## Key Successes and developments in this review period – 2022 to 2023

- 13 This section highlights the main successes and developments relating to the key action areas outlined in Action Plan from the last review period.
- 14 The table 2 provides a summary of the key action areas which have noted meaningful change during this progress period with more information contained within the Action Plan Progress Report which can be found in Appendix 1.

Theme	Action Areas	Progress Update
Policy	Bus Reform	<ul style="list-style-type: none"> <li>Leeds City Council (LCC) has continued to work with West Yorkshire Combined Authority (WYCA) to deliver a network with more bus priority (dedicated lanes and bus gates) and enhanced signal technology which has improved bus journey time reliability and reduced journey times at locations and on key corridors where works have taken place and will see continuing improvements in the city centre and across Leeds as schemes complete and the benefits are realised.</li> <li>LCC teams continue to engage with the WYCA Bus Policy team and the main bus operators to deliver the BSIP (Bus Service Improvement Plan) and ensure all service decisions remain fair and inclusive for our communities.</li> <li>WYCA is currently consulting on how bus services should be run before a final decision on whether to progress with bus franchising with LCC providing a prominent role in its development.</li> </ul>
Policy	Provision of reasonably priced bus fares	<ul style="list-style-type: none"> <li>The 'Mayor's Fares' of £2 single journey and £4.50 Mcard Day Saver has been extended, initially to the end of October but is now expected to continue to the end of 2024. This is seen as a key measure to tackle the 'cost of living crises' and make public transport more affordable.</li> </ul>

Policy	Prioritising healthier streets	<ul style="list-style-type: none"> <li>A healthier street philosophy has been further embedded into all scheme development. This provides an evidence-based approach to creating fairer, sustainable, and attractive urban spaces.</li> </ul>
Policy	Road Space Reallocation	<ul style="list-style-type: none"> <li>Guidance from the Streetscape Space Allocation Policy is now being actively used to support the development of a number of major transformational schemes across the Leeds district.</li> </ul>
Policy	Vision Zero	<ul style="list-style-type: none"> <li>The <a href="#">Leeds Safe Roads Vision Zero 2040 Strategy and Action Plan</a> provides detail of the way in which collisions will be prevented or reduced in severity.</li> </ul>
Policy	Motorcycles in Bus Lane trial.	<ul style="list-style-type: none"> <li>Recent trial into whether LCC should allow motorcycles to use some bus lane concluded in summer 2023. During that period, a notable increase in the numbers of motorcyclists travelling on the A65 corridor has been observed. Collision monitoring and analysis shows that during the duration of the trial no collisions involving motorcyclists have been recorded.</li> <li>Motorcycle makes up less than 1% of road traffic but account for 18% of road collisions so any policy which could improve safety is warranted.</li> </ul>
Infrastructure	Leeds City Square	<ul style="list-style-type: none"> <li>City Square was closed to general traffic in September 2022 with further improvements delivered in 2023 (see below and Appendix 1). This scheme delivers a much-improved gateway to the city centre from the railway station, improved local air quality, improve facilities for buses, pedestrians, and cyclists with space for events and supporting local businesses.</li> </ul>
Infrastructure	Local Area Rail Improvements	<ul style="list-style-type: none"> <li>Works on Morley Rail Station finished in June 2023 as part of the Trans Pennine upgrade. The White Rose Station construction is now in its final stages with the majority of works due to be completed early in 2024 and be operational in summer 2024. Thorpe Park Station is due to start construction in 2024/25 TBC with all helping to support more sustainable travel choice for local communities and businesses.</li> </ul>
Infrastructure	Dyneley Arms	<ul style="list-style-type: none"> <li>This major junction improvement scheme was completed in July 2023 and will relieve congestion, provide bus priority, and deliver safe and efficient facilities for all road users and pedestrians.</li> </ul>
Infrastructure	Fink Hill	<ul style="list-style-type: none"> <li>Construction works on the Fink Hill junction improvement scheme started in November 2022 and is set to be completed by November 2023. This will provide new safer facilities for pedestrians, cycle users and bus priority measures along with reduced congestion.</li> </ul>
Infrastructure	New EV Charging Points	<ul style="list-style-type: none"> <li>LCC and WYCA have continued to support the roll out of new electric vehicle charging infrastructure with 514 charge points recorded in Leeds in July 2023, 265% increase 2019/23 - <a href="#">EV Charge Point Totals</a>.</li> </ul>
Mobility & Service	E-bike share schemes	<ul style="list-style-type: none"> <li>The first all e-bike hire scheme in the UK was launched in Leeds in September 2023. E-bikes appeal to a much broader spectrum of people than normal bikes this makes for the e-bike scheme invaluable in supporting the behaviour change needed to help people make the switch to cycling for some shorter journeys. Initial uptake of the new Leeds City Bikes scheme has been encouraging with more than 1200 users covering 375km and making over 1600 trips in the first week of operation.</li> </ul>
Mobility & Service	Zero emission delivery robot trials.	<ul style="list-style-type: none"> <li>Due to the success of the first trial the Starship delivery robots service has since been expanded to a further 12,000 new households in two new Leeds communities. The service now operates in Adel, Tinshill, Kippax and Swarcliffe, with an 85% positive sentiment, with a fifth location due to open in Wetherby early 2024.</li> </ul>
Network Management & Maintenance	Smart signal programme	<ul style="list-style-type: none"> <li>LCC have continued to deliver the smart signal programme and installations of digital monitoring sensors across Leeds helping to create a more efficient road network which will reduce congestion, provide priority for public transport and safety improvements for pedestrians and cycle users.</li> </ul>

**Table 2** – Summary of key successes

## **Delivery of key City Centre schemes**

- 15 In addition to the progress noted in Table 2 there has been more city centres schemes which have been completed or significantly moved forward in the last 12 months.
- 16 As noted, the closure of City Square in September 2022 will be fully completed by the end of November 2023. This supports our ambition to create infrastructure and spaces which favour healthier and more sustainable methods of travel, diverting some general traffic away from the city centre, creating safer and more attractive places to walk and cycle, hold events and improve air quality.
- 17 Important changes were made in January 2023 to make King Street and Thirsk Row two-way, to facilitate vehicle and bus movements with works at the junction of Aire Street and Wellington Street due to be completed as part of the final phase.
- 18 In May 2023, the northern section of New Station Street, from the station's main entrance towards City Square closed to pedestrians with the taxi rank moved to Princes Square. This was one of the first major milestones of the Leeds Station Sustainable Gateway scheme which is now progressing at pace with final completion due in 2025. Alongside this scheme, Network Rail is also undertaking essential maintenance to New Station Street, which is a private road in its ownership. These essential works will have required the road's closure and temporary relocation of the taxi rank in any event.
- 19 The final phases of the scheme completed by autumn 2023 included:
  - A new 24-hour bus gate (South Parade junction) on East Parade with only buses, hackney carriages, bicycles and emergency vehicles are now able to access. This also included changing a section of East Parade to make it two-way (from Bedford Street) to allow diverted motor vehicles to exit the city centre more easily. Infirmary Street bus gate was also reinstated with only buses, hackney carriages, bicycles, and emergency services able to access.
  - Calverley Street changed from one-way northbound to two-way. Because of the existing left and right banned turn movements from the Headrow, and the new bus gate at the top of East Parade, only buses, hackney carriages, bicycles, and emergency services are able to access Calverley Street from its junction with the Headrow. The new two-way operation allows access to Calverley Street, Alexander Street and the Town Hall to general traffic via a right turn from Great George Street.
  - It's important to note that delivery and servicing access arrangements have been amended and improved to ensure there is no negative impact on the numerous important hospitality businesses in locations such as Park Row and Greek Street.
  - The Queens Hotel now has its own pick-up and drop-off area created within City Square for limited access only managed by the Queens and the council.
- 20 The impact of all these changes has seen congestion levels in the city centre reduce substantially allowing more free-flowing general traffic on permitted routes and providing more space for buses, taxis and cyclist to use, creating a safe, more-healthier environment for our residents and visitors of Leeds.
- 21 The Armley Gyratory highways phase one works including installation of the new signals, streetlights and early landscaping is largely completed. These improvements are designed to increase capacity on the Leeds inner ring road and M621 and reduce city centre through-traffic following the closure of City Square which is already showing signs of accommodating more vehicles and improving traffic flow across the transport network. The next phases of work in 2024 represent transformative changes to the footbridges for people walking and wheeling making it easier to get across the gyratory.
- 22 Notwithstanding the extent of the road schemes undertaken by the Council in recent years, the DfT data on average speed on locally managed A roads survey for 2022 indicates that Leeds has the highest average speed for any English Core City at 23.9 mph. By way of example, this compares to Birmingham (17.7mph), Manchester (15.1 mph) and Sheffield (21.0 mph)

## **Celebrating success at the UK National Transport Awards**

Leeds City Council's City Development team have been honoured at the 2023 Transport Awards this month. This prestigious event held by the Transport Times celebrates excellence and innovation in the transportation industry, and Leeds City Council was recognised in three vital categories:

- Design, Engineering & Construction Project of the Year: For their work with various partners on the East Leeds Orbital Route.
- Campaign of the Year: Collaborating with partners for the Aspen Park and The Poplars Residential Travel Plan Fund.
- Exemplary approach to Active Travel & Public Space: Our Mabgate/Lincoln Green Transformation was Highly Commended.

## Section Summary

- 23 The significant amount of infrastructure schemes and policy measures shows the scale of work undertaken over the last 12 months including implementing complex infrastructure schemes, particularly City Square and its associated works, securing funding bids, launching, and expanding new mobility services including the UK's first all E-Bike hire scheme.
- 24 This level of change across Leeds emphasises the importance of having the Transport Strategy objectives at the centre of all schemes and policies, to be successful in achieving our target of net-zero by 2030 and a city where you don't need a car.

## Progress against Key Performance Indicators (KPI's) – 2022 to 2023

- 25 This section provides a summary of our progress during 2022-23 toward the Action Plan KPI targets relating to the key action areas outlined in Action Plan from the last 12 months.
- 26 More detailed information on the objectives and key data sets can be provided in the Action Plan Progress Report which can be found in Appendix 1.

## Objective 1 - Tackling Climate Change

- 27 Achieving net zero by 2030 by reducing carbon emissions is a key objective in our Transport Strategy. The local authority greenhouse gas emission DfT (Department of Transport) dataset provides estimates of carbon emitted from different transport types. The data shows carbon emissions have increased slightly between 2020 and 2021 but remain 14.7% lower than 2019. Overall air quality in Leeds has remained at similar levels compared to results in 2021. It is also noted that concentrations of Nitrogen Dioxide have not returned to the same levels measured before the COVID-19 pandemic (2019). However, there are some locations, mainly in the city centre that remain above the annual mean air quality objective for Nitrogen Dioxide. More details can be accessed in the September 2023 Air Quality Annual Status Report [Air quality annual status report executive summary \(leeds.gov.uk\)](https://leeds.gov.uk/air-quality-annual-status-report-executive-summary).
- 28 Total vehicle KM travelled has increased between 2021 and 2022 by 7.5% which is a concern however the total is still 6.3% lower than 2019 with cars showing an even greater reduction on 9.1%. This increase in car KM travelled does suggest many people have started to drive again but maybe not as often which could show a change in travel habits and more people working from home. Despite the reduction in total traffic KM travelled the number KM travelled for LGV (vans) have continued to increase by 3.7% since 2021 and is now 5.8% above 2019 figures. There could be several reasons for this however it is possible that LGV are used for both commercial and private purposes and support the home delivery sector which has increased due to the rise of e-commerce and further exacerbated by Covid and people working from home. This recent phenomenon further strengthens the need for an effective WY wide freight policy which incentivises the LGV sector to switch to zero emission vehicles. Adopting new innovative last mile delivery technologies like the Starship robots could replace some of these car trips in local areas and help lower transport emissions.
- 29 Data on the uptake of zero emission vehicles shows a continued rapid increase. The number of publicly available EV charging points increased by 151 from July 2022 to reach 514 in July 2023. The UK government announced further funding in May 2023 through the Local Electric Vehicle Infrastructure (LEVI) fund to support LA's in rolling out new chargepoint sites at pace. The number of electric private vehicles in Leeds is increasing even quicker with the total number of private cars up 79% between 2021/22 and increase from 745 in 2018 to 26,738 in 2022. The rate of growth for LGVs is also starting to

increase at 90% in the last recorded year but is still some way behind the car. It is important to remember that although EV will reduce the amount of localised carbon and NOx emissions it will not remove particulates from tyre/brake wear and will continue to require the existing roadspace to operate. There is also a very real danger that the number of cars will increase in the short term whilst the alternative charging network is developed.

## **Leeds City Council Mode Split Data – Results and Analysis**

- 30 Additional resource was provided to the LCC traffic monitoring team to complete the key Leeds City Centre Cordon mode split surveys which was missing from the previous update. Counts were conducted in 2021, 2022, and 2023. The data sets were analysed with the summary of results used to fulfil Indicators 3d in the Action Plan Update report data section.
- 31 The key findings showed a positive change between 2022 and 2023 for all modes with both active transport (walking / cycling) and public transport increasing and number of car journeys reducing. This was after many of the key infrastructure schemes including the closure of City Square had been completed.
- 32 The car mode split percentage has reduced by 6.4% year on year yet is still 4.6% above 2019 level however this is likely to be a result of the significant drop in the number of journeys crossing the cordon for all modes, in particular rail which will impact the overall percentage split. The actual number of journeys or persons crossing the cordon by each mode shows a significant increase in walking and cycling of 45% and 22.5% and bus and rail increasing by 10.5% and 19.2%. Conversely the figure for car shows a 10.9% drop in journeys passing the cordon between 2022 and 2023 and 23.5% drop since 2019. All non-car transport modes are still below 2019 levels potentially due to several external factors (strikes, driver shortages) and more people working from home. It is also possible the new travel patterns have emerged after the pandemic which means people are not commuting to city centre as much for work or leisure and/or more people living within the cordon itself. Either way the findings do suggest some evidence of modal shift away from car to more sustainable modes.
- 33 Limited bus patronage is available which help demonstrate if some of the car journeys have moved to bus year on year. The available patronage data does show growth from 2021 to 2022 of 33%, however the passenger numbers are still 26% lower than 2019. Unfortunately data for 2023 is not yet available. Further work will be done to obtain this data and update the report when possible. Rail passenger data was available this year with indicators showing an approximate 200% rise in from 2021 to 2022 for both the Leeds central and suburban stations. These levels are of course still substantially down on 2019 peak volumes. Rail station footfall year to date 2022 v 2023 is a up 4%, however it is important to recognise the impact of days lost to industrial action as well as the impact of other service disruption (e.g., the challenges faced by Transpennine, reduced service provision, overtime bans etc).
- 34 Data on the number of Leeds adult residents who reported cycling and walking for any purpose highlights a drop in the number of trips between 2021 and 2022 for leisure but an increase in travel purpose trips (including commuting) during the same period. Further analysis is required but this could again reflect a change in travel behaviour possibly connected to working from home practices. It also identifies the need for more targeted health campaigns to promote more physical movement for adults.

## **Objective 2 - Delivery Inclusive Growth**

- 35 Mode share data which was obtained from the 2022 travel to work survey. This data also showed a slight reduction of 2% in car as the main method of travel to work between 2021 and 2022 with bus and rail showing a slight increase of 0.5% and 2.4%. Walking and cycling remaining static in the same period. Again, bus and rail mode share had notably reduced since 2019, down 6.4% and 5.1% which matched the trend in mode split data, but car mode share had steadily decreased since 2018 by 11.5%. This suggests some trips have disappeared completely since the pandemic with the influence of working from home likely to be an increasingly important factor for people travel choices, especially the commute.

36 Regrettably, not all of the data sets in this section are available with some still waiting for data to be published or shared by external partners and WYCA. This information will be added to future reports.

### **Objective 3 - Improving Health and Wellbeing**

- 37 Improving physical and mental health by ensuring walking and cycling are the first choice for the shortest journey is a key focus of our transport strategy. Active Lives data shows 24.3% of all adults in Leeds in 2022 are classed as inactive or do less than 30 minutes of exercise per week and this has increased by 1% year on year. Data for 2023 is yet to be released but is likely to tell a similar story.
- 38 The LCC Influencing Travel Behaviour team continues to offer road safety training to school children and adults which are at risk of harm with 14,428 completed in 2022/23. Although the total number of places delivered has fallen from 2022 to 2023 the number receiving pedestrian, scooter and transitional training have all increased as too has the number receiving cycle training with over 13,722 places (all levels) delivered in 2023.
- 39 Both road safety and cycle training are important activities which support the wider Vision Zero Strategy 2040. The [Leeds Safe Roads Vision Zero 2040 Strategy and Action Plan](#) provides detail of the way in which collisions will be prevented or reduced in severity. Number of killed or seriously injured people in Leeds has sadly increased significantly since 2019 with 7% increase between 2019 and 2022 and 15% between 2021 to 2022 with fatalities 42% and casualties 34%. Our teams are continuing to work with internal and external partners to analyse data and establish key trends and potential solutions. The need for a safer alternative network for all modes is key element of our Strategy. Our focus for many years to come will increasingly be about how we realise our Leeds Vision Zero ambition that by 2040 no one will be killed or suffer serious injuries on Leeds roads.

### **Summary and Conclusion**

- 40 This report highlights the importance of collaborative working across the Council, WYCA and with external stakeholders to ensure alignment with the Connecting Leeds Transport Strategy. A continued review of the existing datasets is required to generate more robust KPIs which better identify the impacts of any new measures and policies.
- 41 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 to completion of Action Plan 1 phase.

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

Health and Wellbeing

Inclusive Growth

Zero Carbon

#### **Health and Wellbeing**

- 42 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**

- 43 The Inclusive Growth Strategy acknowledges the role of Transport in supporting and delivering inclusive growth in the city. Investing in our places and transport to create a sustainable economy and greener future where you don't need a car, bringing jobs and opportunities closer to people and continue to support the most disadvantaged communities across Leeds.

#### **Zero Carbon**

- 44 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

45 No further city-wide general consultations have taken place since those undertaken for the Transport Strategy and Action Plan approval in October 2021, although scheme and project specific consultations continue to take place. In recent times, all the Community Committees across the City have had presentations relating to Highways Maintenance and Vision Zero 2040 and prior to that Winter Service Operations. These were well received and Connecting Leeds communications continue to be used extensively with positive feedback received.

### **What are the resource implications?**

46 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 ambition 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.

47 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 contributions will be a requirement of future funding settlements.

48 We will work with partners to fully understand the implications of recent publications from the Department of Transport.

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

49 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.

50 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.

51 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.

52 Reductions must be rapid and sharp to stay within the council's carbon budget, so speed of delivery is a key risk to success, especially when persuasion rather than enforcement must be used to change behaviours.

### **What are the legal implications?**

53 There are no legal implications included within the update.

## Options, timescales and measuring success.

### What other options were considered?

54 Not applicable for this update

### How will success be measured?

- 55 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.
- 56 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.
- 57 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?

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

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

## Appendices

- Appendix 1 – CLTS Annual Progress Report 2022-2023
- Appendix 2 - Appendix EDCI Transport Strategy Report

## Background papers

- None.