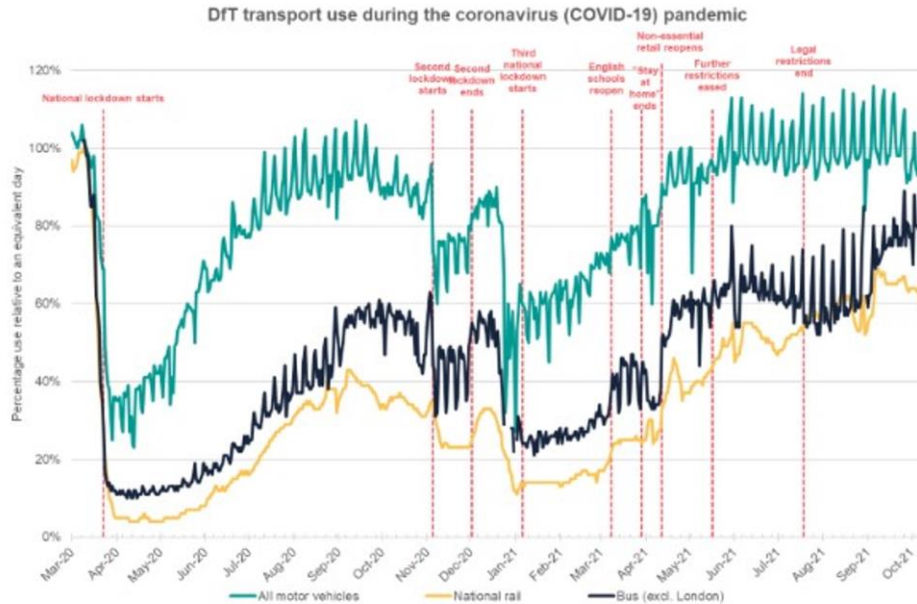


Nationally, bus use maintains its peak while rail declines

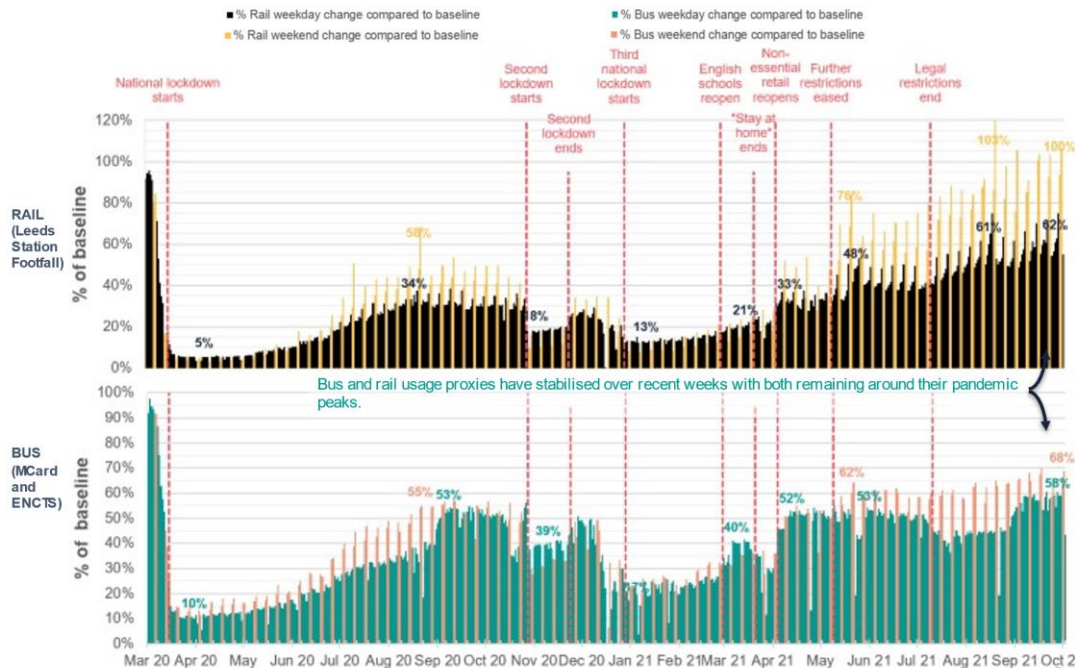
Motor vehicle use appears to be stabilising following a dip in the past two weeks. Bus usage has maintained its post-summer increase. Rail usage has continued a downward trend since September.



Source: <https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic>



Local bus and rail usage proxies remain stable



Baseline period is Monday 2nd - Friday 6th March 2020 (weekdays) and 29th Feb -1st March and 6th-7th March (weekends)

Source: Leeds Rail Station Footfall - Network Rail (top) and MCard and English National Concessionary Travel Scheme (ENCTS). Note MCard time-series does not include the new MCard data.



Changes in smartcard and smartphone use on bus continue to mirror preCOVID years

Comparing recent bus ticket machine data with patterns in previous years (before the pandemic), indicates that the recent changes in patronage levels can be attributed to seasonal trends rather than COVID recovery. Smartphone MCard data has been included because transfer from smartcard to smartphone MCard is impacting the smartcard trends.



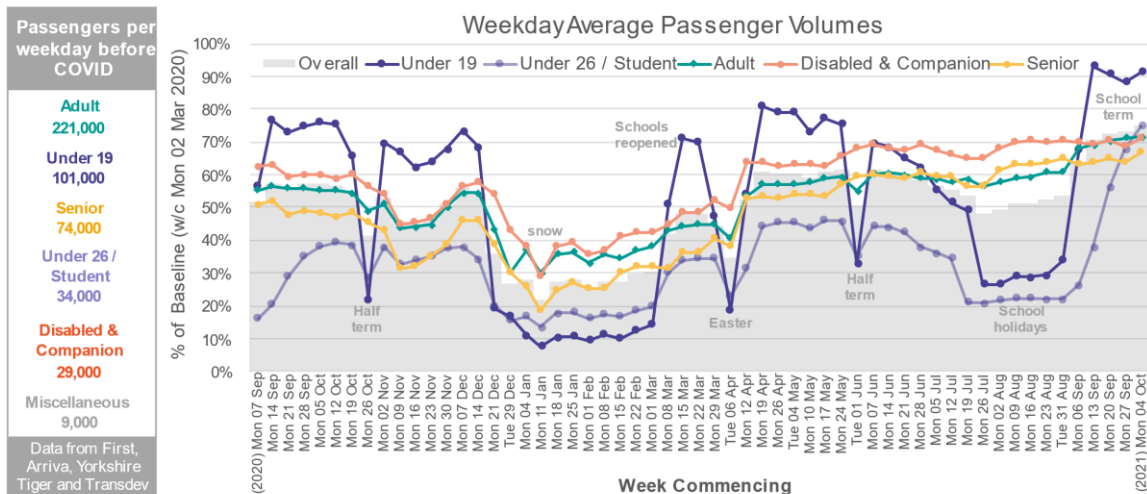
Source: Nero records of smart card ticket use on buses, plus ticket machine records of smart phone MCards on most buses. Aligned on start of school term/holidays. Indexed on week commencing 12 September.

MCards on most buses.



Bus use continues to recover against the March 2020 baseline, in contrast to Sept 2020

Ticket machine data shows weekday bus use reached 75% of baseline (March 2020) in the latest week. Since late August use by adults (the largest cohort) has continued to recover steadily, use by the under 26 / student cohort has shown substantial recovery, having previously remained relatively low during term time. Use by seniors has continued a slight recovery, which contrasts with a slight decrease in the similar period of 2020.



Baseline period is w/c Mon 02 Mar. Source: Bus operators electronic ticket machine data, passenger boarding locations in West First, Arriva, Yorkshire Tiger and Transdev account for over 90% of bus services in West Yorkshire. Graph shows First, Trans Yorkshire Tiger data. Data is for weekdays excluding bank holidays, with ticket types assigned to broad cohorts.

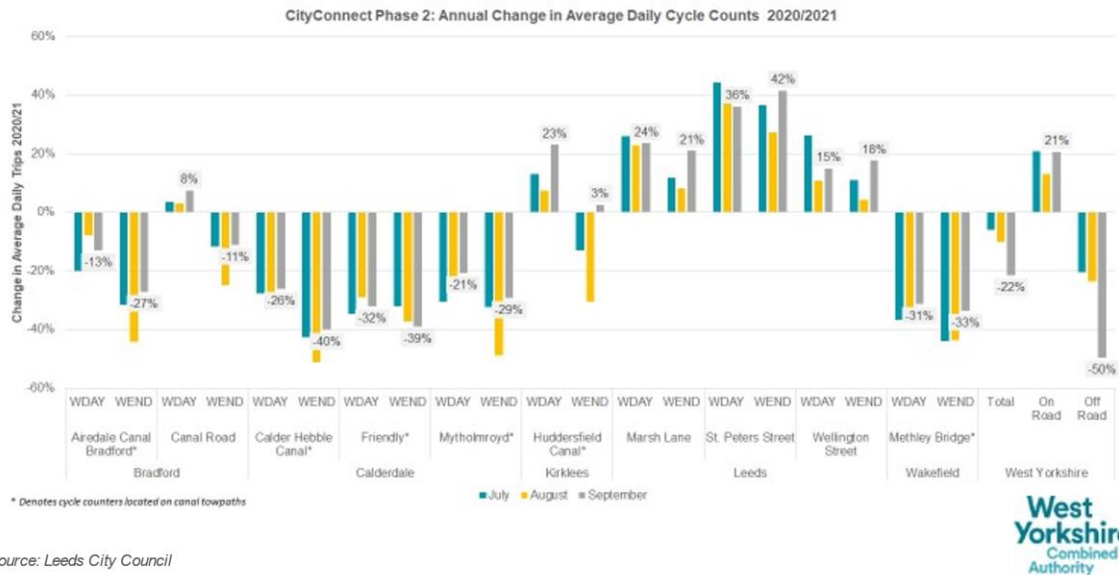
Yorkshire. dev and



Item 8, Appendix 6 – Insights on transport network use

Off road cycle counts fall while commuting trips increase

Off road cycle counts, often attributed to leisure trips, have been lower this summer than in 2020 (when government restrictions were still in place). Conversely commuting trips have increased this year as people return to workplaces. This can be seen at sites approaching Leeds City Centre and on weekdays at Canal Road, Bradford and Huddersfield Canal, Kirklees, which are both on the approach to urban centres. Overall, cycle counters in Leeds district have recorded relatively more use (compared to the same months in 2020) than other West Yorkshire districts.



The content in this Appendix is extracted from the Monitor of 19 October 2021 produced by the Combined Authority Research and Intelligence team. The full report is available here: <https://www.westyorks-ca.gov.uk/documents/economic-monitor/>, together with a link to a regularly updated dashboard with the latest available data.