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SCRUTINY BOARD SUSTAINABLE ECONOMY AND CULTURE

THURSDAY 22ND MARCH 2012

AGENDA ITEM 8 – SUPPLEMENTARY INFORMATION

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Scrutiny Board (Sustainable Economy And Culture)

22 March 2012

Transport Planning Inquiry – Session 2

Supplementary Information:

Introduction

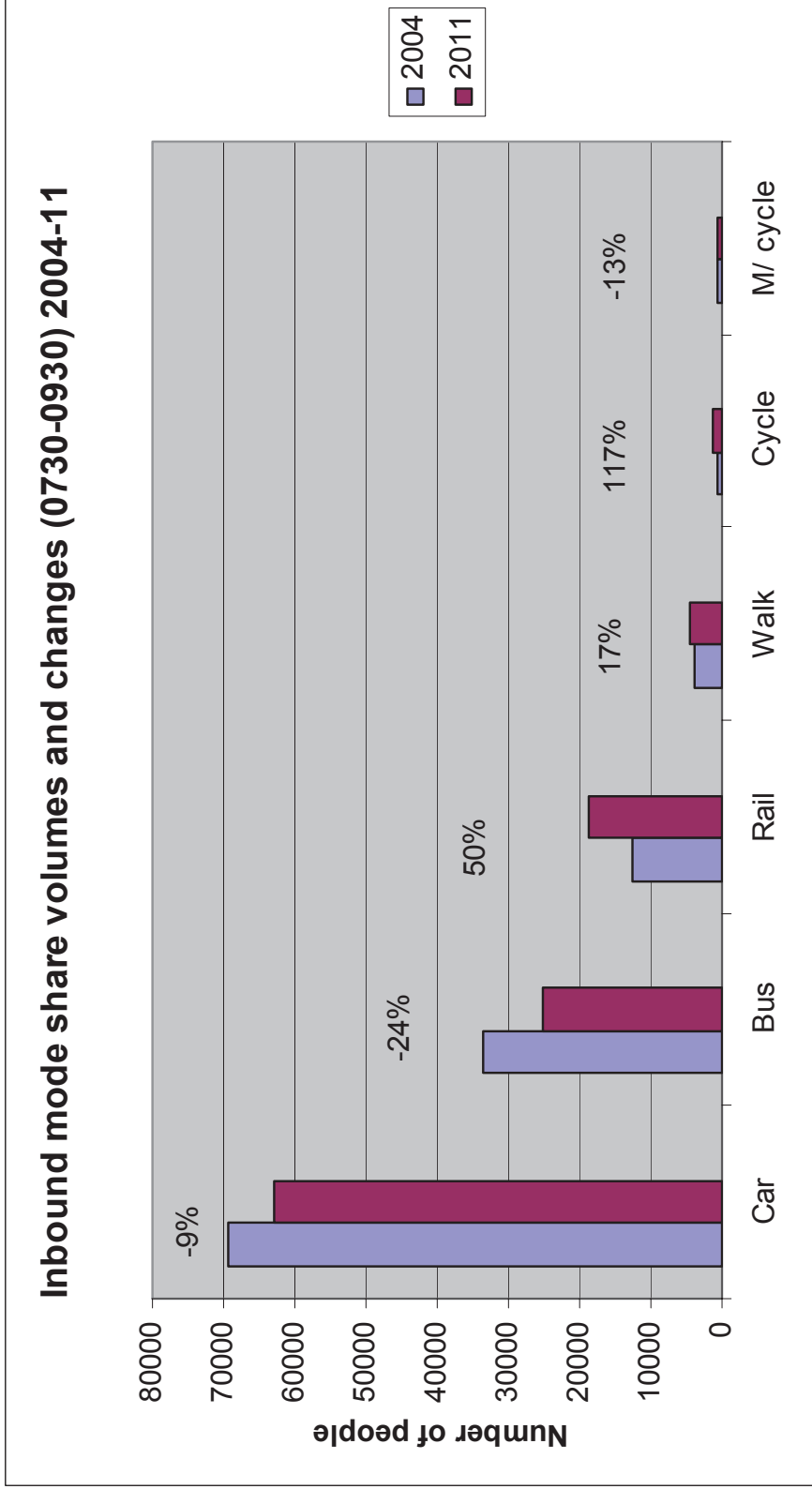
1. A key element in forecasting is the understanding of past trends. These can provide an indication of the scale of change that might be expected over time, as well as the direction of travel of future changes.
2. Some indicators are monitored annually through surveys undertaken by Leeds City Council or its partners. Other data may only be available from national sources, the census being a prime example.

Mode Share of Travel (Morning peak period, approaching Leeds City Centre) – Volumes and changes

The mode share of people travelling during the morning peak period is monitored annually. This covers everyone approaching the city centre on radial roads and the railways, so it includes both people working in the city centre plus those travelling round it on the inner ring road or interchanging.

Figure 1 shows that since 2004 there have been significant increases in rail usage and cycling, with a smaller rise in walking. Bus travel in particular has fallen, alongside car usage.

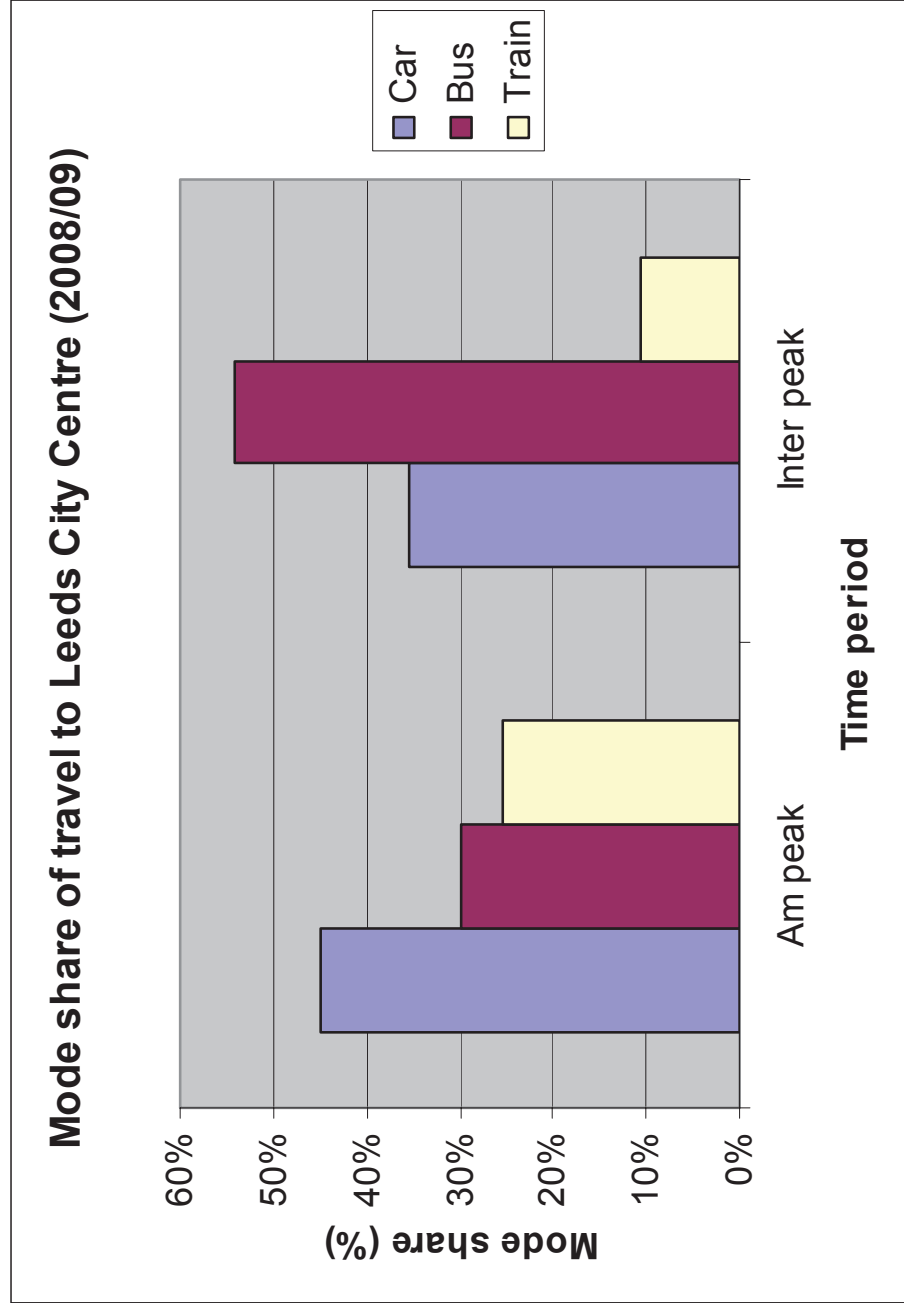
Figure 1



Mode Share of Travel to Leeds City Centre by Time of Day

While Figure 1 provides information on journeys approaching the city centre, Figure 2 gives an estimate of the mode share between car, bus and rail for trips with a city centre destination. In both the peak and inter peak, car accounts for less than half of trips; rail usage is more dominant during the peak, while bus usage accounts for more than half of inter peak trips.

Figure 2

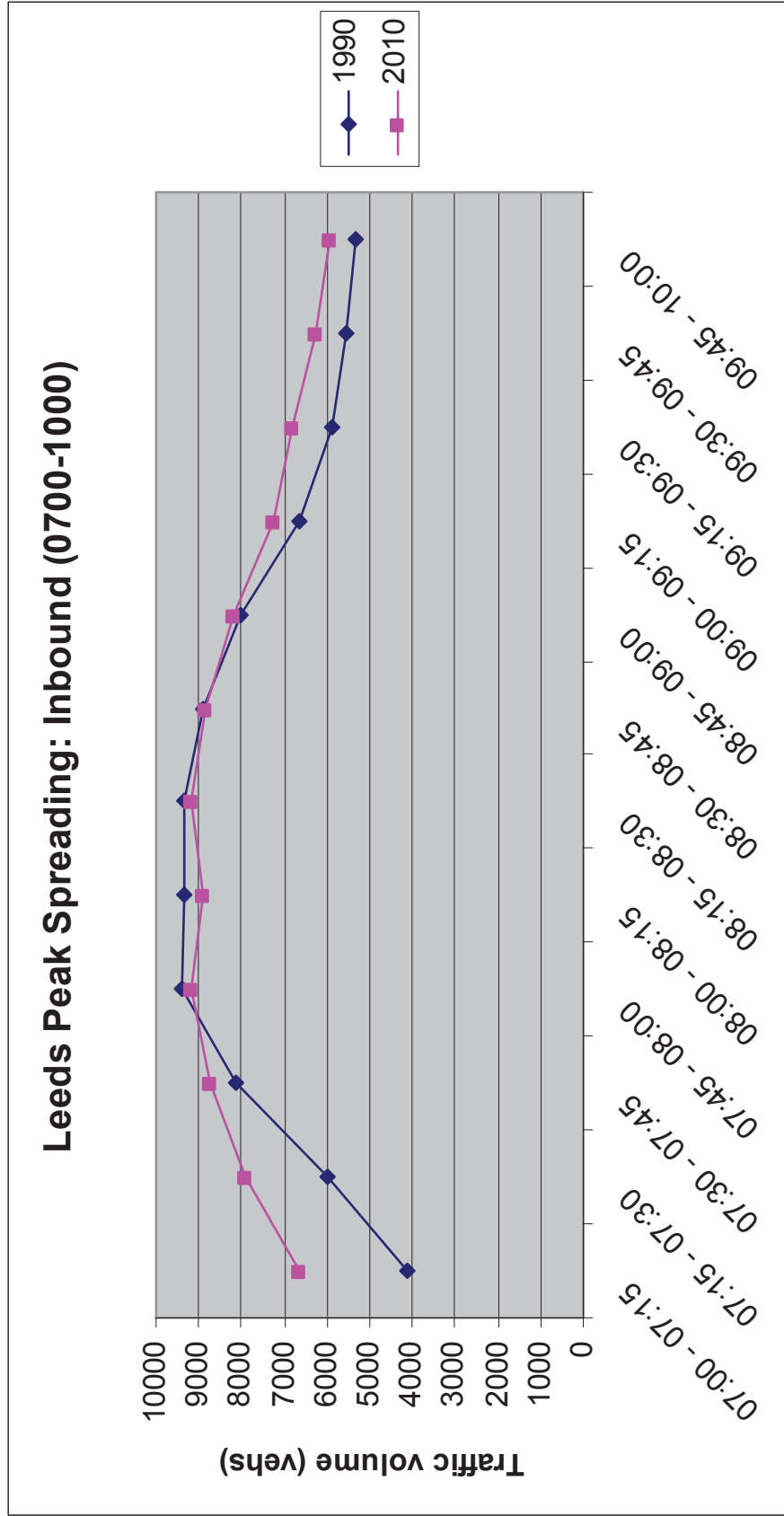


Source: Leeds City Council surveys 2008/09

Traffic Growth (Morning peak period, approaching Leeds City Centre)

Traffic levels on radials approaching the city centre have been monitored for many years. Figure 3 shows the changes since 1990, and clearly demonstrates how peak spreading has resulted in significant increases in traffic from 7 a.m. onwards, while volumes in the peak hour have actually fallen slightly. Peak spreading reflects both the capacity limitations of the network and the impact of flexible working.

Figure 3

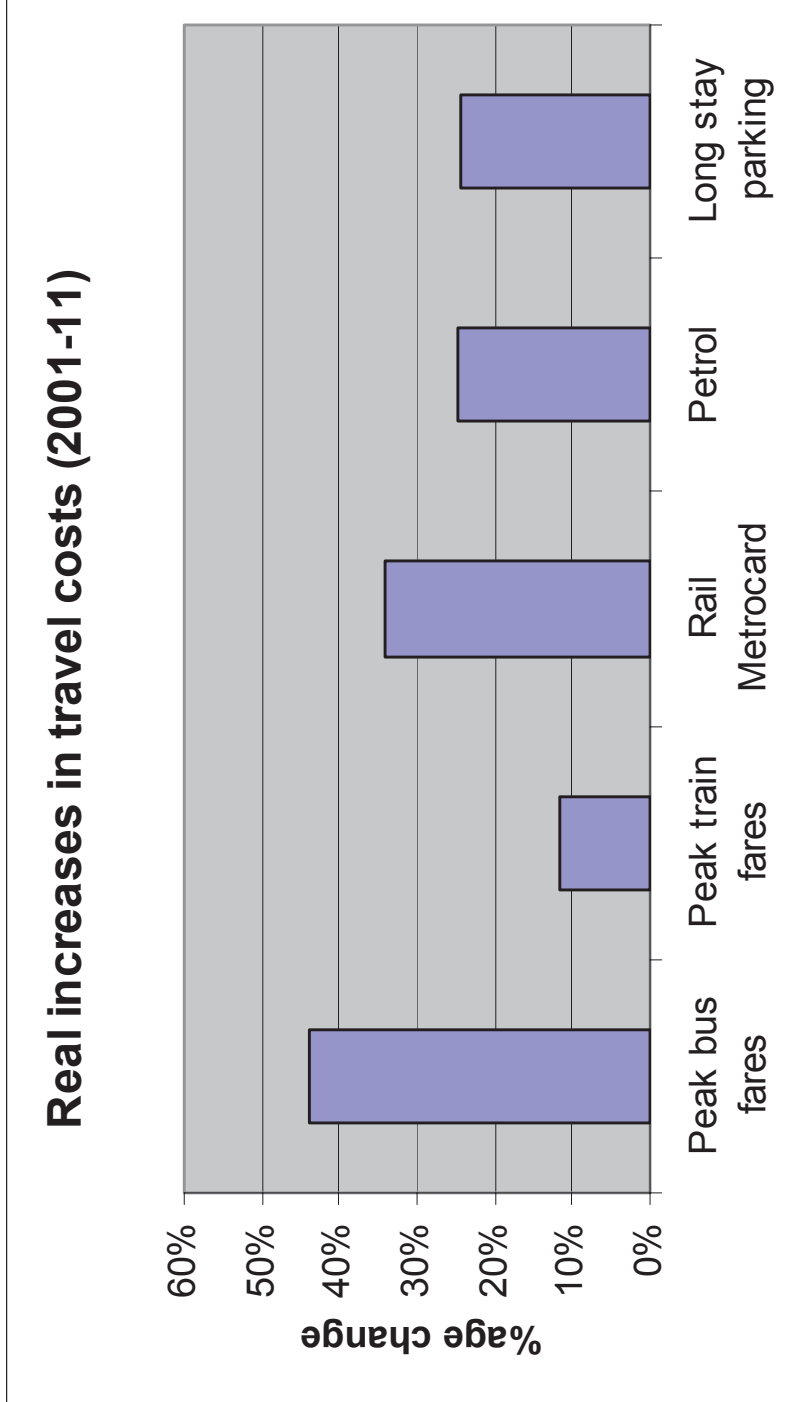


Source: Leeds City Council surveys 1990 and 2010

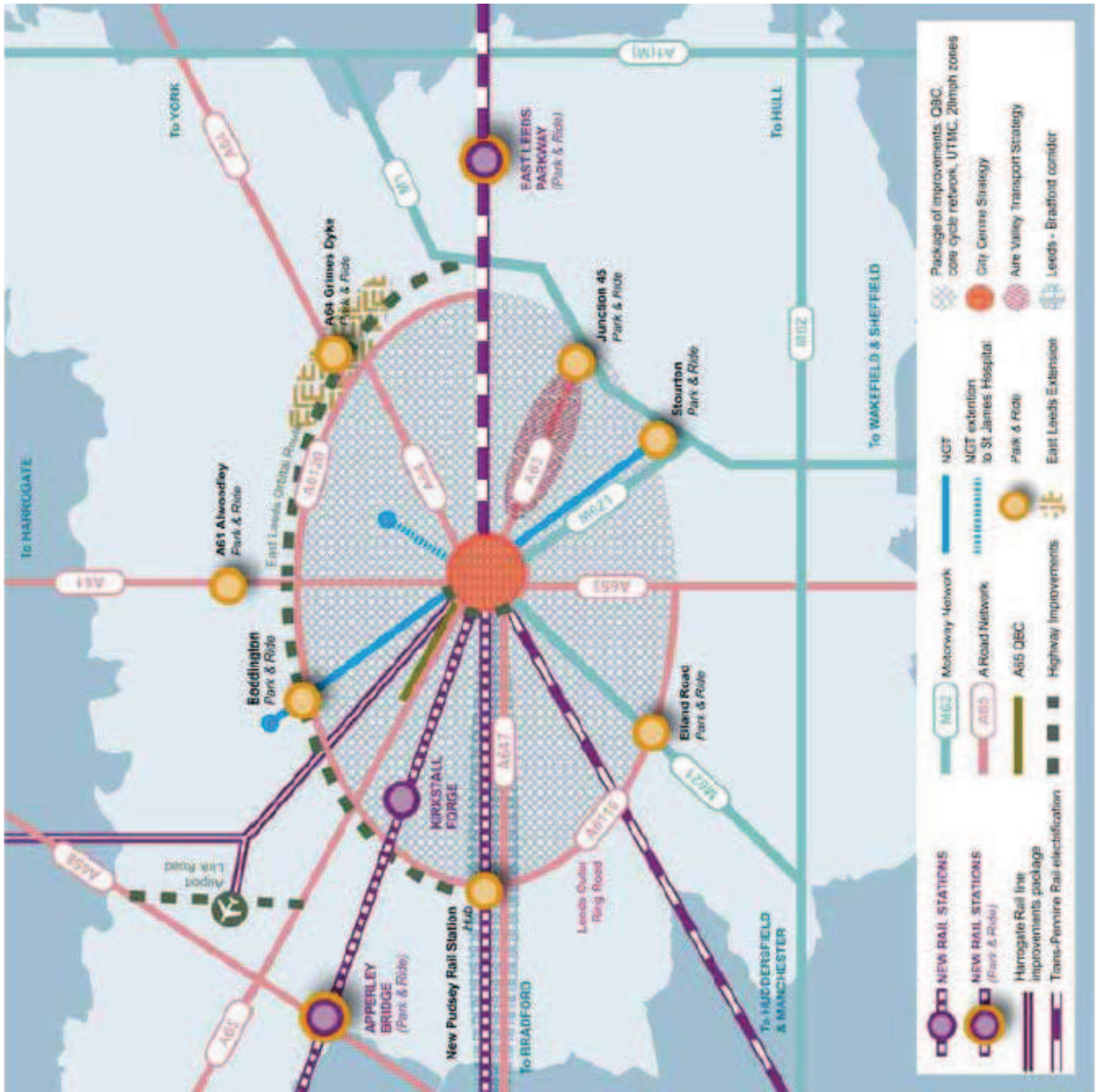
Cost of Travel

The cost of travel has risen significantly over the past decade. For much of this period petrol prices grew very little, while public transport fares (in particular bus) rose substantially. In the past couple of years fuel costs have risen faster, although the increases are still much less than for bus. Peak train fares are also set to rise significantly over the next few years. All these changes are on top of inflation.

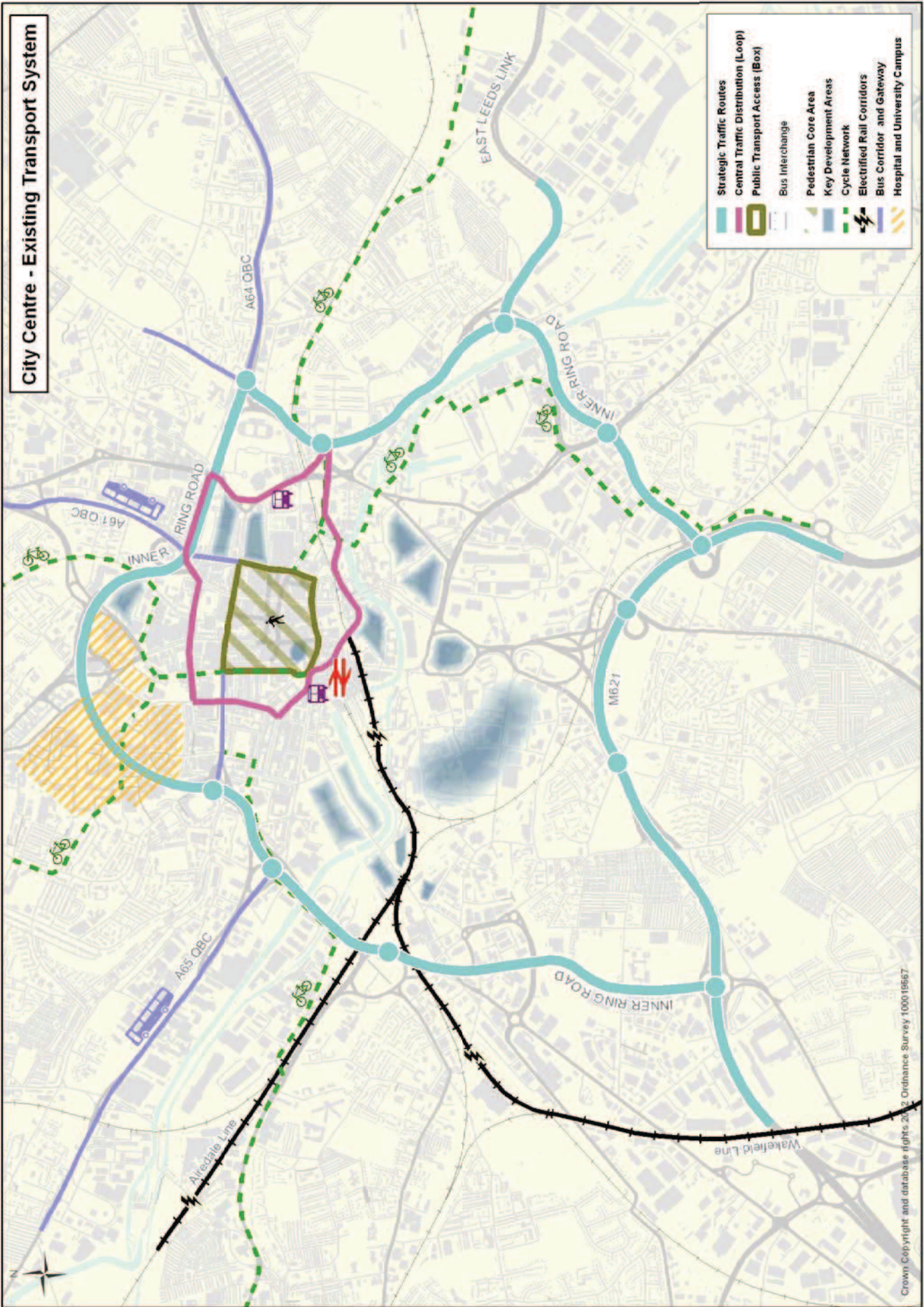
Figure 4



CITY TRANSPORT STRATEGY DIAGRAM



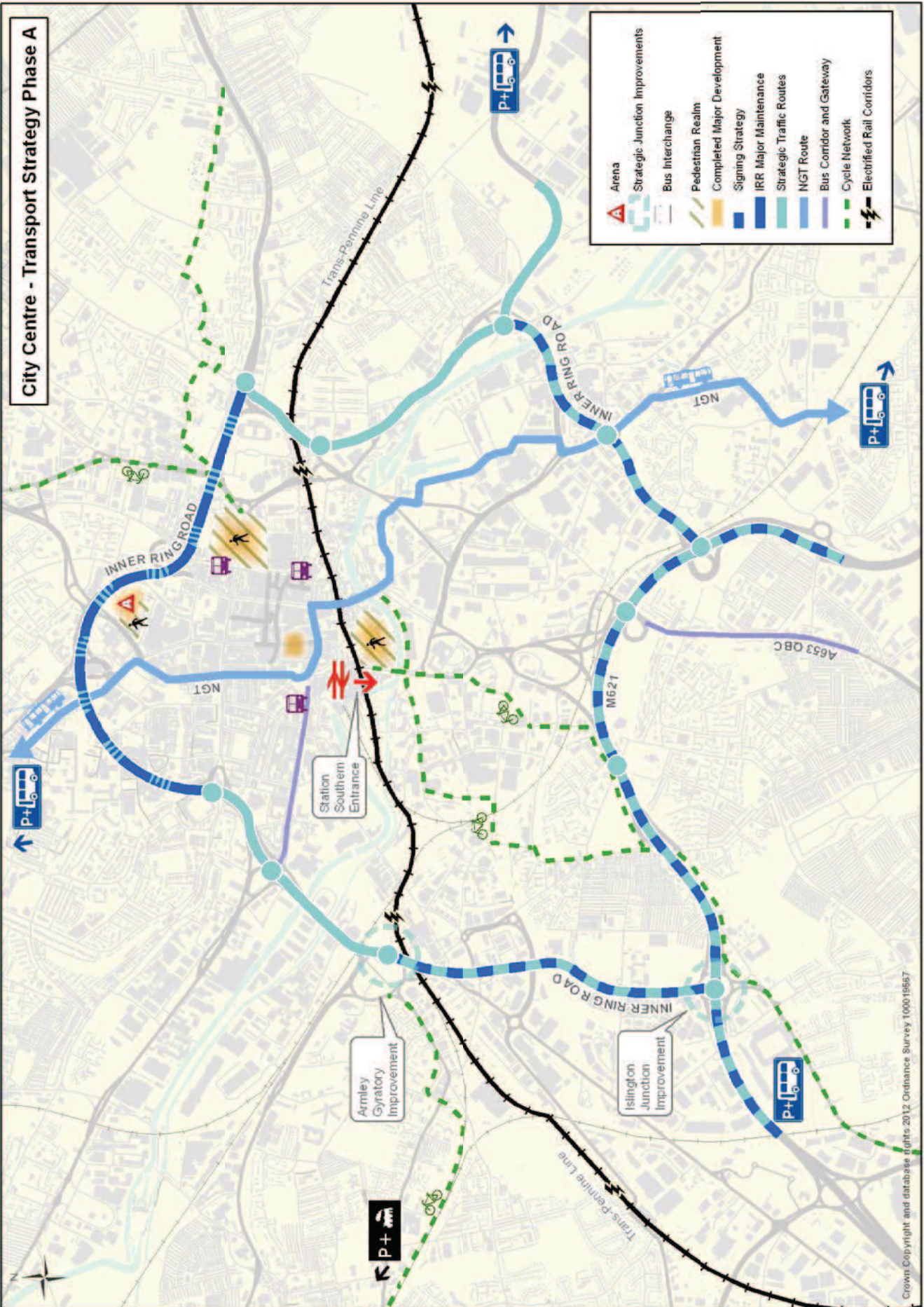
City Centre - Existing Transport System



- Strategic Traffic Routes
- Central Traffic Distribution (Loop)
- Public Transport Access (Box)
- Bus Interchange
- Pedestrian Core Area
- Key Development Areas
- Cycle Network
- Electrified Rail Corridors
- Bus Corridor and Gateway
- Hospital and University Campus

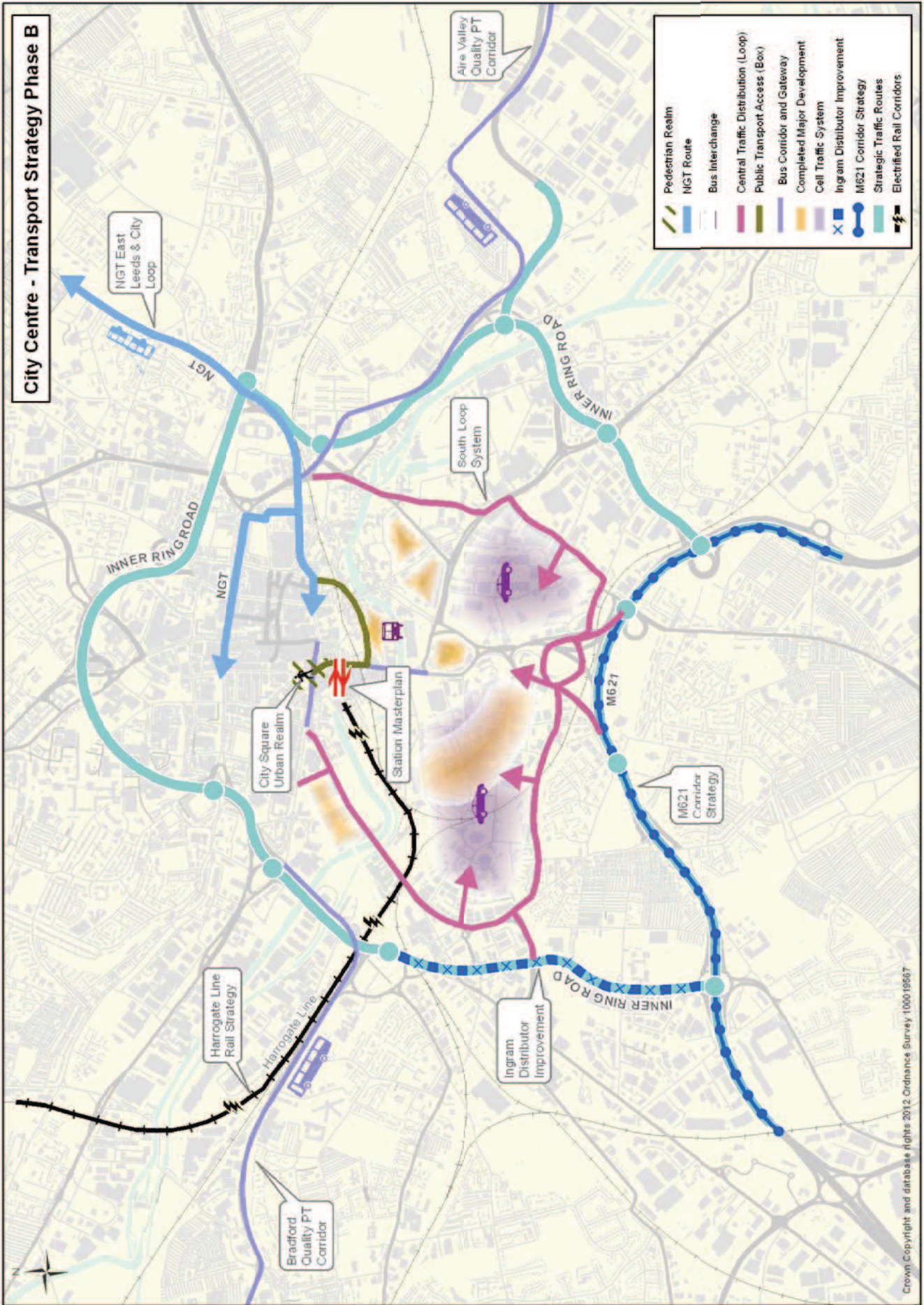
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City Centre - Transport Strategy Phase A



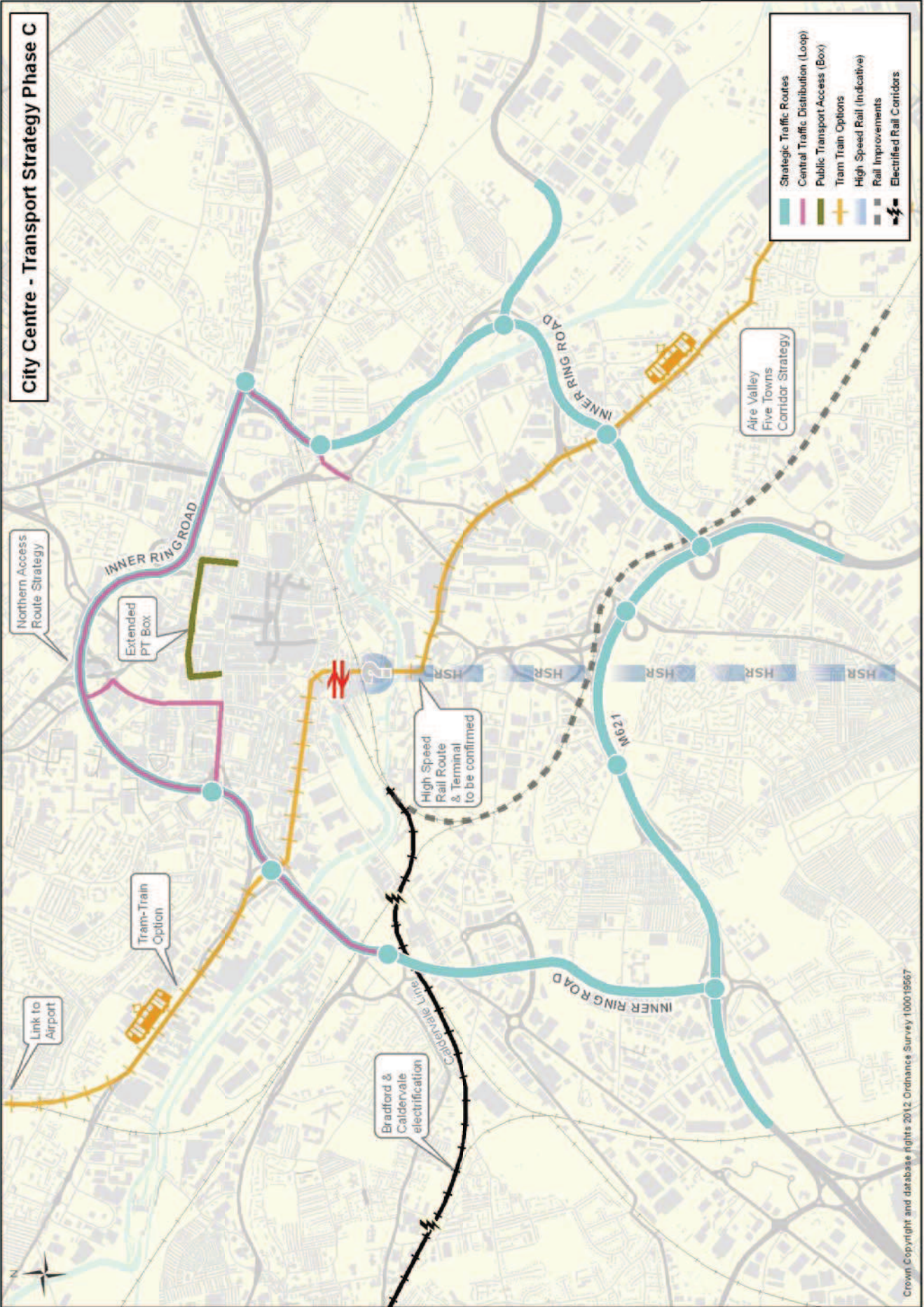
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City Centre - Transport Strategy Phase B

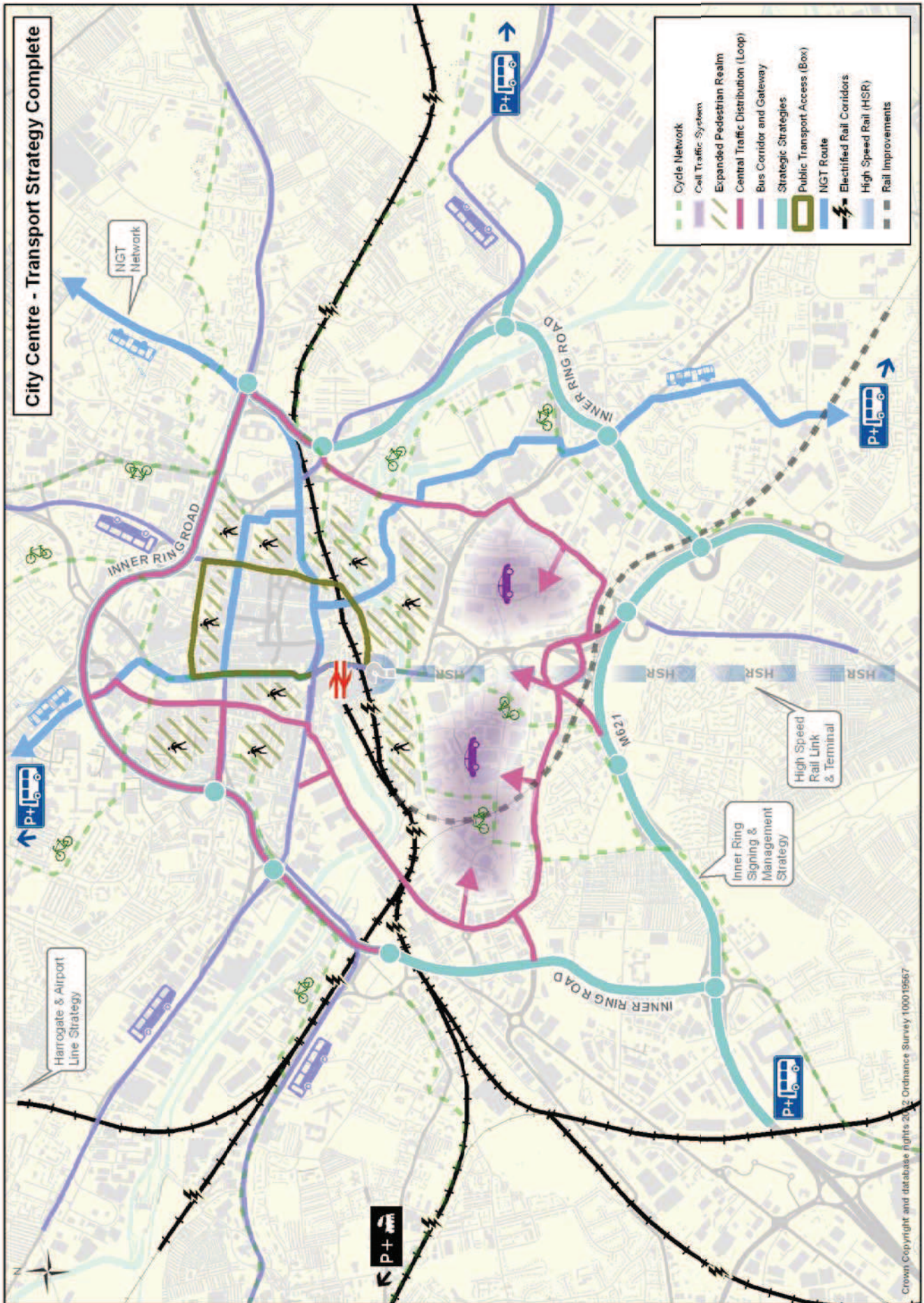


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City Centre - Transport Strategy Phase C



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