

# Leeds Transport Strategy

## Interim December 2016



## Foreword

*We are passionate about getting our transport system right for all who live, work and visit Leeds.*

*Transport plays a vital role in our city's prosperity and helps us to develop a healthier and more liveable city. We are already making progress, with this year seeing the extension of the park and ride site at Elland Road, the opening of Leeds Southern Station Entrance and the new Kirkstall Forge Railway Station, alongside the delivery of more quality bus corridors and significant junction improvements.*



Like other growing cities, Leeds faces a number of significant challenges, including improving air quality, linking people to services and employment, and increasing the numbers of people choosing public transport.

Our interim transport strategy has been shaped by the people of Leeds through our transport conversation and we are committed to listening to their views and ideas as we develop and deliver the strategy further.

We still retain the ambition for a mass transit system within Leeds and will consider options next year but have listened to the concerns of people who want to see action now.

Using the feedback from the transport conversation, we have developed a significant programme of improvements to address these challenges and transform public transport in Leeds. This is just the start though and we will continue the conversation with people in Leeds in 2017 as we develop more schemes to improve journeys in the city, and the next steps in our future transport strategy.

**Councillor Judith Blake**  
Leader of Leeds City Council



# A New Direction in Transport for Leeds

## INTRODUCTION

To support good growth, a transformational change in the level of public transport use is needed; employment and housing growth areas in the city need to be advanced and problems such as poor air quality need to be tackled. Local and regional solutions need to be aligned with national projects such as HS2 and Northern Powerhouse Rail to spread the benefits.

The renewed commitment to HS2, the Northern Powerhouse agenda, the prospect of further devolution deals and the new West Yorkshire Transport Strategy creates the appropriate context to set a new strategic transport approach for the city.

Following the recent Government decision not to grant powers for a new rapid transit system in the city, it has proposed to devolve the £173.5m funding to Leeds for an alternative investment in public transport. This will be a significant contribution to the implementation of our future strategy but will only go so far. Our future strategy will set out a pipeline of further investments that will require further funding. We are engaging with the private sector to ensure we have their financial support. We are also working with Bus Operators to secure a delivery partnership for improved bus services alongside investment in facilities and services which support bus travel. This collaborative approach will enable bus passengers to see benefits sooner.

Getting our transport system right is a critical element of achieving our Best City ambition. Transport needs to have a catalytic effect on our growing economy and to support our social and environmental objectives for the city.

## RECENT PROGRESS

We have already made progress with the development of a new Park and Ride site at Elland Road, the opening of Leeds Southern Station Entrance and Kirkstall Forge Railway Station. We have supported bus passengers through improved quality bus corridors, developed City Connect, new high quality cycling infrastructure, and invested in significant junction improvements. More is planned through the West Yorkshire Transport Fund, including the opening of Temple Green Park and Ride.

Our interim strategy builds on these and supports further investment in public transport.

## LEEDS TRANSPORT VISION FOR A 21ST CENTURY CITY

Transport is a fundamental component of what makes a prosperous, liveable and healthy 21st century city. Aligned to our best city ambitions for a strong economy and to be a compassionate city we need a transport system that enables the following;

- **Prosperous Leeds** - A transport system for Leeds that facilitates a prosperous, sustainable economy for the City, the City Region, the North, strengthening our long-term economic competitiveness both nationally and internationally.
- **Liveable Leeds** - The improvements to the city centre and district centres will make them more people friendly. People will have access to a wider labour market. The significant programme of projects will support new opportunities for skills development and new and better local jobs. People of all abilities will have more opportunities to connect to the rail network.
- **Healthy Leeds** - A transport system that has a positive effect on people's health and wellbeing and raises health and environmental standards across the city through the promotion of walking and cycling and the reduction of air pollution, noise and carbon emissions.

## NEXT STEPS

This document provides a summary of our progress towards a future transport strategy for our city and a summary of our proposal to spend the £173.5m from DfT on a 'Leeds Public Transport Investment Programme' - which will provide a significant step towards a transformational change to the public transport offer across Leeds.

We acknowledge the time and commitment from the people of Leeds who took part in the transport conversation, attended events and spoke with officials. The interim strategy provides an overview of key challenges and opportunities identified from this initial engagement, and outlines how this has guided the development of the Leeds Transport Investment Programme.

We are committed to continuing the transport conversation with the city into 2017, this interim strategy outlines the next steps focusing on the different modes of transport in our long term future strategy development.



## Leeds Transport Conversation - your city, your say

*Our interim transport strategy has been shaped by the people of Leeds through our transport conversation.*

To understand the priorities of the city, we embarked on a conversation with the communities of Leeds about the future of transport in the city over the summer. We have listened and responded to different groups across the city with diverse needs, including older and young people, access and user groups. From the full range of engagements, including the survey, the workshops, the Community Committee meetings, the message from many was that the transport system is not working as it is and needs immediate attention;

- Reliability, poor service and lack of accessibility of public transport were highlighted as major problems. Accessing local services was also seen as very important leading to strong support for better bus services in the city.
- Many people felt rail could offer a better and more sustainable journey, hence strong support for rail investment to improve capacity and access to the rail network.
- There was strong support for making the city centre a better, more people focussed place, while also recognising the need to provide for pedestrians and cyclists across the city.
- Reducing congestion on busy junctions and reducing the environment impact of transport was considered important.
- People were open to change and wanted greater travel choices leading to considerable support for park & ride and a future mass transit system.

We have also worked closely with the West Yorkshire Combined Authority, who undertook a consultation on the West Yorkshire Transport Plan and the same time as the Leeds Transport Conversation, and will continue to work in partnership as we draw together the conclusions from this engagement.



TRANSPORT IN LEEDS: JOIN THE CONVERSATION  
ON THE FUTURE OF TRANSPORT IN OUR CITY

Join the conversation online or pick up a copy of the survey at your local One Stop Centre or Community Hub

#LeedsTransport  
<http://bit.ly/LeedsTransportSurvey>  
Leedstransport@leeds.gov.uk



## Transport and Economic Growth

*Getting our transport system right in Leeds will support the city's growth, and open up opportunities for people, business and investment.*

Leeds always had the potential to be a leading city on a global stage and now that potential is being realised regionally, nationally and internationally. Leeds has bounced back from the recession and is now growing strongly. Cranes are back on the skyline and major development projects are underway. Businesses across all sectors are investing, innovating and creating jobs.

### LEEDS A CITY TRANSFORMED

Our city's growth has been predicated on, and in turn, shaped by our transport infrastructure. Leeds provides a strong historical illustration of how major investment in

transport infrastructure has resulted in the transformational economic growth of a city - from the completion of the Leeds Liverpool Canal in 1816, to the Victorians who secured the city's central position on the railway network, to our emergence as a 'motorway city' in the 1970s.

### MAXIMISING SECTORAL STRENGTHS

Our transport strategy is closely linked to the City's growth strategy. Financial and professional services remain a cornerstone of the Leeds economy. Leeds is the second largest centre for knowledge based industries outside London. Over 400,000 people work in the city, and it is experiencing the highest rate of private sector jobs growth of any major UK city. The Leeds economy is now worth £20.4 billion each year and is recognised as the most attractive city in the north for inward investment. Leeds is a world leader in big data and health innovation, with the third largest manufacturing sector in the UK.



# LEEDS TRANSPORT STRATEGY: INTERIM DECEMBER 2016

## BUILDING ON OUR ASSETS

Substantial development has taken place with more than £4bn of schemes completed in the last 10 years. Key areas of growth include the city centre with developments such as Trinity, Victoria Gate and Wellington Place.

In addition, the City's South Bank has also expanded our perception of the city-centre, with the opportunity to double its size. Our Universities continue to grow.

Outside of the city-centre, areas of growth include the Enterprise Zone in the Aire Valley, Thorpe Park and the East Leeds Extension, Kirkstall Forge, White Rose, which is currently expanding its leisure offer and passenger numbers continue to increase at Leeds Bradford Airport. LBA is currently the UK's fastest growing regional airport.

## TOURISM, CULTURE AND HERITAGE

Leeds is a great place to live and work, with major cultural attractions, and great countryside on our doorstep. We have Opera North and Northern Ballet and The Tetley – one of the newest art galleries. We know how to put on a good show. 2014 saw Leeds stage the grandest of Grand Départs when Yorkshire hosted the first stage of the Tour de France. We were also a host city for the Rugby World Cup in 2015 and Triathlon Series in 2016. The opening of the first direct arena has seen the city play host to numerous international music artists, and what's more the city is now bidding to become European Capital of Culture in 2023, which will see activities right across the district.

## A CITY PLANNING FOR GROWTH

Looking forward it is clear that growth is set to continue with significant investment planned in both the city centre alongside further housing growth and the expansion of key employment sites through the Leeds Core Strategy. Leeds is at the heart of a £62bn city region economy which generates 5% of the UK's total economic output and it is at the geographic centre of the North of England's economy.

Against this background, delivering long-lasting and meaningful improvements to the city's transport infrastructure will be critical to its future success. The Council is clear that its economic and spatial plans should directly influence its transport plan – so that transport investment can be best tailored to meet current and future growth needs.



Victoria Gate  
Image courtesy of Hammerson



Leeds First Direct Arena  
Image courtesy of Hannah Webster



Leeds Kirkgate Market  
Image courtesy of Andy Tryner



Trinity Leeds  
Image courtesy of Trinity Leeds

# Transport in Leeds today

*Leeds is a growing and successful city. The city has bounced back strongly from the recession with job numbers now back to pre-recession levels, with more than 400,000 people working in the city and unemployment falling.*

## ROLE OF THE CAR

Travel by car is the dominant transport mode within Leeds accounting for 44% of journeys in 2011. This is the general trend across West Yorkshire with recent figures indicating that car traffic has returned to pre-recession levels with 7.7 billion vehicles miles by car across West Yorkshire in 2015.

Such traffic has resulted in the roads in Leeds being congested, constraining potential job opportunities as people struggle to get into the city centre or to other key employment sites. Improving road safety for all who use the roads remains a priority.

## INCREASE DEMAND FOR RAIL

Commuting patterns are changing. From 1971 to 2011, the number of cross-boundary commuting journeys between local authority districts has increased three fold, from 121,000 to 355,000 trips. Cross boundary travel now represents 37% of all commuting in West Yorkshire. Rail is the predominant cross boundary public transport mode, accounting for 71% of cross boundary commuting in 2011.

Rail in Leeds also plays a key role in linking businesses, workers and households to a range of economic and social opportunities. The recent success of rail in Leeds is shown by the patronage growth between 2001 and 2011 with an 8% growth in commuting by train to Leeds city centre. However, the rail network faces challenges with their severe crowding on trains to Leeds and insufficient car parking at rail stations.

## BUSES ARE VITAL FOR EVERYDAY TRAVEL

With a lack of suburban rail network buses are a crucial component of the Leeds transport system. They help link people to jobs, education, training, shopping and vital health services. Moreover, they are an effective tool of social policy providing social inclusion for

disadvantaged groups, the jobless with access to work and young people to education and training opportunities.

The cost of using public transport has risen faster than inflation with the average rail fare in West Yorkshire increasing by 26% between 2011 and 2015, during which the Consumer Price Index grew by only 7.4%. Alongside uncompetitive bus journey times, and the challenge of serving dispersed trip patterns – these are likely reasons for the fall in bus use for commuting trips to Leeds city centre of approximately 8% between 2001 and 2011.

## FREIGHT

‘Just in time deliveries’ and the impact of on-line shopping are changing the nature of freight deliveries. Rail and water can play an important part in reducing the traffic on the roads.

## POOR AIR QUALITY

Traffic congestion exacerbates emissions of air pollutants, greenhouse gases and noise. Levels of NO<sub>2</sub> in West Yorkshire are the third worst in the country and in Leeds, the annual mean emissions of PM<sub>10</sub> and PM<sub>2.5</sub> have been found to be above World Health Organisation guidelines.

## POPULATION GROWTH

Traffic levels and journey times are forecast to increase with housing and employment growth. Forecasts suggest the Leeds population could grow by up to 15% by 2028, making it imperative that plans are made now to ensure the city can effectively manage and embrace these forecasted changes.

## HISTORIC UNDERINVESTMENT

Public expenditure on transport in Yorkshire and Humber in 2013-14 was £1.48 billion, the fourth highest after London. However, this equated to expenditure of £256 per capita, a little more than half of the £466 received by London. Around 45% of government investment in transport in England was spent in the south-east in 2013-14. This was not a one-off differential, but is symptomatic of decades of under-investment in West Yorkshire.

## Key Transport Challenges for Leeds

*Like other growing cities, Leeds faces a number of significant challenges, including improving air quality, linking people to services and employment, and increasing the numbers of people choosing public transport.*

### TRANSPORT AND ECONOMIC GROWTH

Transport proposals must be closely aligned to supporting the economic growth of the city. Our proposals must recognise the importance of Leeds City Centre as an economic hub, Leeds Station as the busiest station in the North of England, which is expanding rapidly, together with growth points such as the Enterprise Zone, Thorpe Park and Leeds Bradford Airport.

### CONNECTED COMMUNITIES

The city must respond to community needs by connecting neighbourhoods, linking people to services and recognise that transport is a vital service that needs to be accessible for all. The 2011 census showed 32% of households in Leeds have no car and as such public transport is essential to provide travel choices for a larger proportion of Leeds residents. We must find ways to improve place-making where transport infrastructure severs communities and dominates district centres.

### EFFICIENT MOVEMENT OF PEOPLE

The city needs to make a step change in the number of people using public transport. Current data indicates that only 18.5% of residents travel to work by public transport. Focusing on the city centre, 43% of commuters use public transport and 46% use car, with the remainder using active modes (walking and cycling). Examples from other core cities show a greater proportion of public transport and active modes can be achieved with the right investment.

### SEAMLESS INTEGRATION

With different modes of transport and different operators, we must work harder to provide a seamless journey for people with proper integration of ticketing, information and service provision.

### AIR QUALITY

The city must make a rapid improvement in air quality and meet its legal obligations by 2020. Therefore the strategy also needs to align with wider council objectives such as improving air quality as highlighted in The Director of Public Health: Annual Report 2016.



# Leeds at the Heart of the City Region and the North

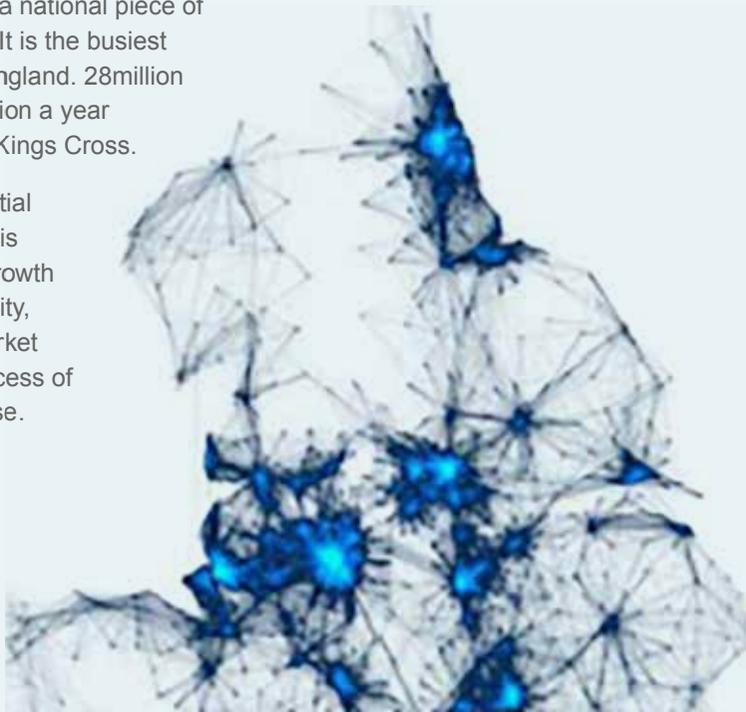
## A GLOBAL NORTHERN POWERHOUSE

Leeds City Region is at the heart of the country. Geographically it sits in the middle, at the cross roads of London, Edinburgh, Liverpool and Hull. It is at the centre of our national transport networks – from East Coast Mainline and TransPennine to the M1 and M62.

Our distinctiveness as a city region is that we are made up of many diverse economic hubs. Excellent connectivity is key for the city region to reach its full potential, ensuring the region can work effectively together, and each add value so that the sum of our parts is greater – with distinct towns and cities joining to form a single economy. We are fully supportive of the work of Transport for the North to reduce journey times and increase capacity and frequency between the largest cities - the Northern Powerhouse starts here.

The renaissance in rail travel is well under way. Leeds railway station is a national piece of transport infrastructure. It is the busiest station in the North of England. 28million passengers use the station a year which is comparable to Kings Cross.

We see rail as an essential element in supporting this economic activity and growth as it improves connectivity, opens up the labour market and is critical to the success of the Northern Powerhouse.



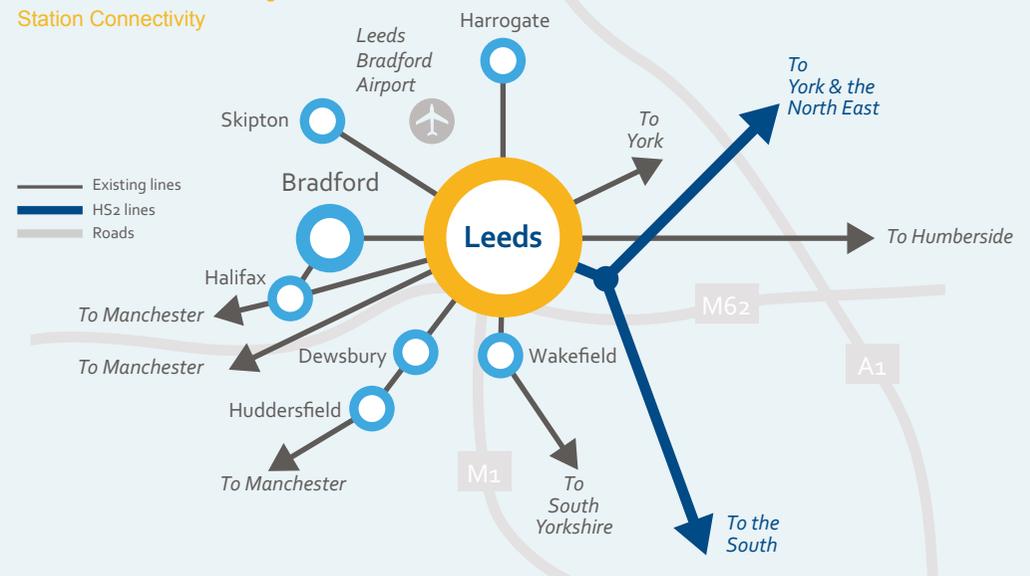
## A WORLD CLASS CONNECTED CITY

HS2 is a new north to south rail line that connects eight out of ten major UK cities. It will be one of the largest public infrastructure projects ever undertaken in the UK and will have long-lasting implications for how people will travel.

With the arrival of HS2 to Leeds city centre, it is important that the city can provide a transport network that enables efficient onward connectivity. HS2 and Northern Powerhouse Rail opportunities will signify a step change in the provision of transport in the North and in the connectivity to Leeds. This fundamental change will transform how the city connects to the rest of the UK.

Already the busiest station in the north of England – passenger numbers using Leeds station are forecast to more than double over the next thirty years, reaching a level similar to those at Gatwick airport. As a major transport hub for the city, Yorkshire and the wider north of England as a whole, we need to plan for significant future growth in rail use into Leeds and across the city region.

Visualisation of Leeds Integrated Station Connectivity

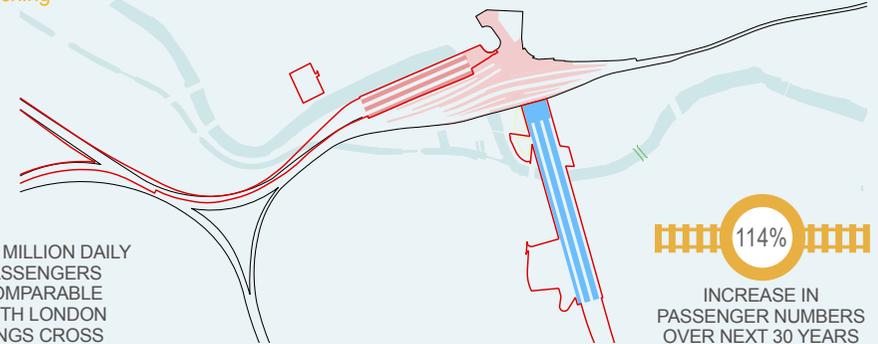


# Leeds Station – A World Class Gateway

An Integrated 'T' shaped station in Leeds will accommodate HS2, Northern Powerhouse Rail and local and regional services, we have commissioned an Atkins led consortium, made up of a group of leading global design, engineering and project management consultants, to develop the masterplan for Leeds Station to create a distinctive modern destination and fully integrated national transport hub.

We are also working with the West Yorkshire Combined Authority to commission the development of a HS2 growth strategy that will provide an economic assessment of the additional interventions needed to maximise the benefits of HS2, including options for funding. The Council is keen to see progress before HS2 arrives and this part of the investment package and longer term strategy will support better interchange within the city centre.

Approaching from the south, with HS2 platforms reaching directly into existing Leeds station, creating a common concourse between services



 28 MILLION DAILY PASSENGERS COMPARABLE WITH LONDON KINGS CROSS

 114% INCREASE IN PASSENGER NUMBERS OVER NEXT 30 YEARS



# A World Class City Centre

## OUR VISION

From the transport conversation there was strong support to take through traffic out of the city centre and to make the city streets more conducive to walking and cycling for a Liveable and Healthy Leeds.

Many of the public transport arrival points in Leeds are located in iconic streets with a strong historic, cultural and architectural background. These arrival and departure points should link to Leeds Station, to be Hs2 ready, reflect our 'Best City' aspirations, enhance the public realm and improve the customer experience.

## WHAT IS HAPPENING NOW

The West Yorkshire plus Transport Fund City Centre Package will enable the creation of a world class gateway through the closure of City Square to vehicular traffic by 2021 (with the exception of buses, taxis and cyclists). As well as creating a HS2 ready site, this package will reduce the impact of through traffic across the city centre by infrastructure improvements to Armley Gyratory, the Inner Ring Road and the M621. Alongside changes to the highway infrastructure in the South Bank this will provide a further catalyst for this key regeneration area of the city.

City Square is one of the busiest pedestrian nodes in the city, forming a pivotal role in connecting the rail station to the office, retail and civic quarters, as well as providing a route to the arena and the universities from the station. It will also be one of the main

routes into to the north of the city from the HS2 station. A redesigned City Square will provide an iconic arrival gateway providing seamless connectivity to the city and the city region, complementing the world class design of the Yorkshire Hub Station.

## DEVELOPING HIGH QUALITY TRANSPORT HUBS

There are a number of important places across the city centre that we need to develop which we will set out more clearly in the transport strategy next year. Simplifying the road layouts to reduce congestion, upgrading the pedestrian environment and redesigning stop infrastructure will deliver improvements at the following key gateway locations in the shorter term;

- **The Headrow** – key east west corridor in the city centre fronting Leeds Town Hall through the heart of the retail area.
- **Infirmity Street / Park Row** – primary Leeds station gateway and links to business district, civic quarter, hospital and universities.
- **Vicar lane / Boar Lane / Lower Briggate** - Gateway to and links between retail core, markets, South Bank and Leeds Station.

Improving the quality of the city centre transport network will increase the proportion of commuters travelling by public transport, walking and cycling. This is a key element of our long term strategy, alongside interchange in the city centre an essential component to successfully delivering the benefits of HS2 and Northern Powerhouse Rail across the district and city region.





# Transforming the Bus Network

## OUR VISION

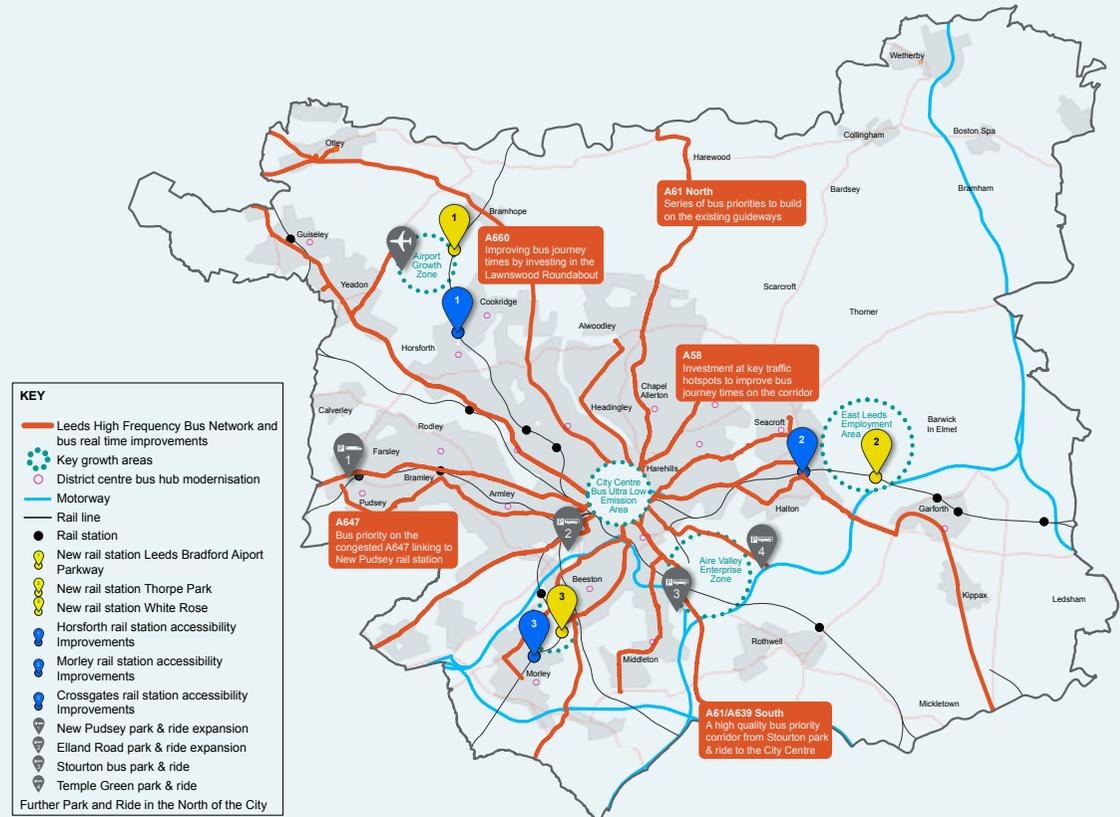
Buses are an essential component of the network and are the most used form of public transport with 15% of Leeds working residents travelling to work by bus (compared with 3.5% using the train). They also provide a vital service to those without car and if we are to reduce congestion and improve air quality we need to increase the number of people choosing to take the bus.

It is very clear from the Transport Conversation debate to date that for many communities across the district the bus will remain a critical and fundamental element of the transport strategy for years to come. There was also considerable support for park & ride to increase the bus offer in the city.

Our aim within 10 years, is for Leeds to have an exemplar public transport service with patronage double the current level. To do this we need to be bold with our decisions and prioritise bus users. The bus network must fundamentally change with significant investment, both public and private, to reverse the downward trend in patronage by introducing fast, high quality, reliable, frequent and relatively low cost services. The strategy will set out more details about how we can achieve this.

## WHAT IS HAPPENING NOW

Quality bus corridors and bus prioritisation are already supporting more reliable bus journeys such as the A65 corridor. We have started a programme of park and ride including the hugely successful Elland Road and soon to be open Temple Green. We are also working with bus operators on a West Yorkshire Bus Strategy and short term improvements to the network.



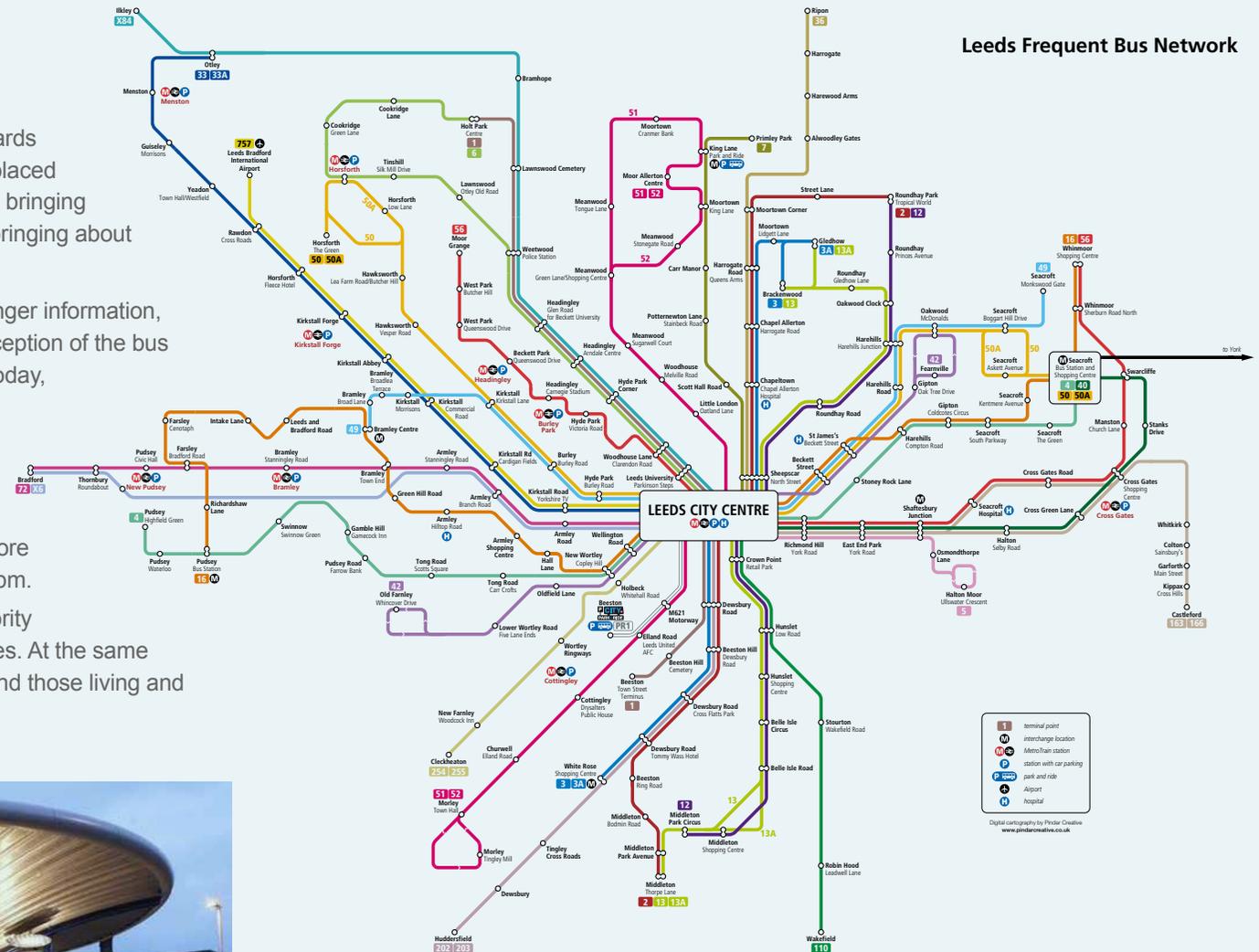
## DEVELOPING A BETTER BUS EXPERIENCE

The Leeds Public Transport investment Programme with additional investment from the bus operators will make a significant start towards this aim. Within 3-5 years, the majority of buses will have been replaced by new high quality, low emission vehicles, many of them ultra-low, bringing about a step change not only in the quality of the service but also bringing about significant improvements to air quality in the city.

Combined with class leading improvements in ticketing and passenger information, bus priority measures, high quality transport hubs, the public's perception of the bus services within Leeds will be totally unrecognisable from those of today, thanks to a new, revitalised and enhanced relationship with all bus operators across the city. As a first step, the Leeds Public Transport investment Programme with additional investment from the bus operators will deliver:

- A new Leeds High Frequency Bus Network – over 90% of core bus services will run every 10 minutes between 7am and 8pm.
- Reduced bus delays through signal technology and bus priority measures, reduced waiting times and improving stop facilities. At the same time the streetscape environment for pedestrians, cyclists and those living and working along the corridor will be improved.

Leeds Frequent Bus Network



- Enhancements to existing and additional strategic bus park and ride sites.
- Re-connecting communities – a consultation led review of community connectivity needs will adapt the low frequency, tendered network in response to this and fund or pump prime community led solutions.
- Modern, integrated real time infrastructure to over a third of the network.
- New buses that meet Euro 6 Air Quality standards and offer a better passenger experience by 2020.

## Connected Neighbourhoods

### OUR VISION

Excellent transport links to the district's centres for residents are critical to a healthy and liveable Leeds. Through a quality public transport network alongside excellent walking and cycling routes we want everyone to be able to access employment, leisure, shopping, education and health facilities. Active travel is an essential element of an integrated transport system, our future strategy will provide facilities at transport hubs for walking and cycling so that end to end public transport journeys are as seamless and efficient as possible.

Good connectivity plays a vital role in supporting attractive, legible and welcoming district centres and quality local environments - where people feel safe, social interaction is encouraged and local pride is fostered.

To build on this our long term transport strategy will make district centres more walking and cycling friendly. Transport provision which links areas of social deprivation to jobs and opportunities of a prosperous city centre is also central to our vision.

Improving local accessibility through an excellent public transport offer is also a key element of Leeds being an age friendly city. Whilst ensuring that people with disabilities have access to the transport network is an important part of Leeds being an equitable city.



### WHAT IS HAPPENING NOW

We are already delivering safer streets through 20 mph zones, and implementing our Safer Road Action Plan. We consulted on a cycling strategy in 2016 and will be setting out our strategy next year, this will build on the investment in City Connect - high quality cycling infrastructure.

### DEVELOPING A QUALITY ENVIRONMENT FOR WALKING AND CYCLING

Excellent walking and cycling routes are required alongside improvements in public transport. By investing in public transport and reducing the impact of traffic in our districts centres we will also become a more child friendly and healthy Leeds, where more young people can walk and cycle to school safely. Investment in safer, more pleasant streets as well as walking and cycling training will encourage many more local journeys to be made by sustainable modes.

The future transport strategy will set out how we will give greater priority to pedestrians and cyclists and a new integrated approach to street design.

Within the Leeds Public Transport Investment Programme we will improve access to transport hubs, particularly within the city centre which large numbers of people are using on daily basis, and improve the environment for cyclists and pedestrians where we are improving priority for buses.



## Smart Cities, Technology and Information

### OUR VISION

It is also important that the strategy is not just focussed on infrastructure improvements. Open data can support the development of more innovative apps to support the end to end journey of passengers, the digitalisation of the rail network can increase capacity and new technologies can change the impact of transport on the environment.

### FUTURE PROOFING FOR A LONG TERM STRATEGY

The strategy has to be alive to future opportunities and try and assess their impact on what action is taken in the now. Seizing the opportunity will be a key part of our future Leeds transport strategy.



# Towards Leeds Transport Strategy

## WORKING WITH OTHERS

We welcome the support of our partner organisations in the bus and rail industries and with West Yorkshire Combined Authority, Transport for the North and Government in the improvement of transport in Leeds. A strong consensus is also required locally to help with an efficient and smooth delivery process and we call upon all those involved to back this approach so we can secure the funding from DfT now for the Leeds Public Transport Investment Programme and continue to make the case for further investment in the future.

In particular, we will work with partners to deliver the interventions as quickly as possible once we have secured the funding from DfT. Also, our ambition remains to have a system that can transport large numbers of people through the city. We will work closely with the West Yorkshire Combined Authority to develop Mass Transit proposals, learning the lessons from NGT.

We thank all those people who have engaged with us about the future of transport in Leeds and look forward to continuing the conversation. We particularly thank the members of our Independent Panel and our Cross-party Members group for their ongoing support and challenge.



# Towards Leeds Transport Strategy

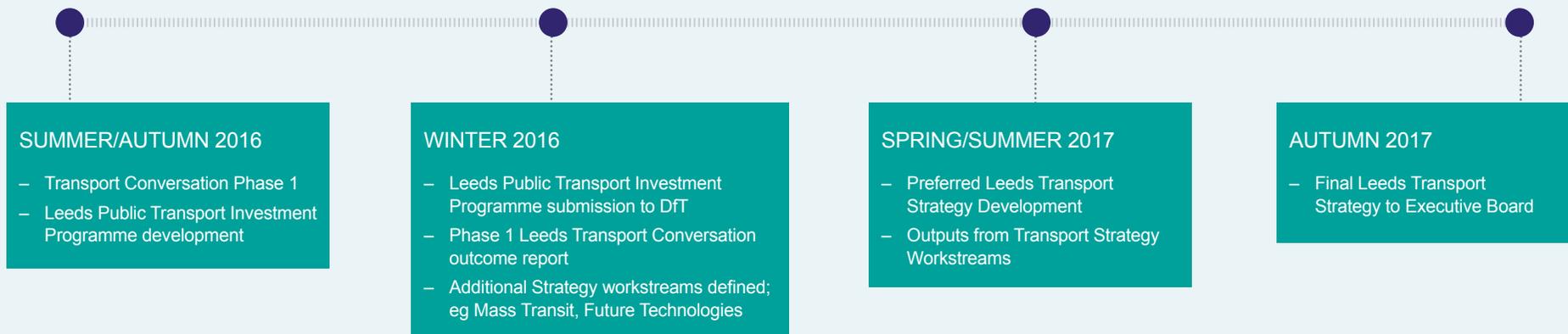
## NEXT STEPS

The table below shows the next keys milestones, including the submission to DfT of our proposal, further conversation with the city about specific challenges and schemes and the development of our future transport strategy for the next 20 years in 2017.

The tables on the following pages provide an overview of planned major transport schemes within Leeds. Schemes already prioritised in the West Yorkshire plus Transport Fund, alongside the Leeds Public Transport Investment programme together with existing major transport schemes such as City Connect, Kirkstall Forge station and NGT, represent a significant transport investment planned by 2025.



## LEEDS TRANSPORT STRATEGY ACTIONS 2016–17



# Delivering our vision: Leeds major transport schemes

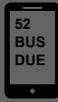
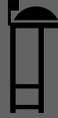
With a focus on delivery in the short to medium term, the Council alongside our partners are currently progressing a number of strategically important major transport schemes across the city.

## 21st CENTURY LEEDS: RECENTLY COMPLETED

|  |  | Timescale | Funding |
|--|--|-----------|---------|
|    | <b>Elland Road Park and Ride</b><br>Major investment towards an integrated Park and Ride Strategy for the city.  | Open      | Funded  |
|    | <b>Temple Green Park and Ride</b><br>Providing a viable alternative for car commuters to reach the city centre.  | 2017      | Funded  |
|    | <b>Quality Bus Corridors</b><br>A65 Quality Bus Corridor enhanced bus priority, complementing previous investment on the A61 Scott Hall Road, the A64 and A63 in east Leeds. | Open      | Funded  |
|    | <b>Local Pinch Point Schemes</b><br>Orbital improvement signalisation schemes at Thornbury, Rodley and Horsforth to support housing growth.                                  | Open      | Funded  |
|    | <b>Leeds Station Southern Entrance</b><br>A new entrance to Leeds Station from the South Bank.   | Open      | Funded  |
|   | <b>City Connect 1</b><br>23km of segregated cycle superhighway connecting Bradford to east Leeds via Leeds city centre.  | Open      | Funded  |
|  | <b>Leeds Rail Growth Package</b><br>Two new stations at Kirkstall Forge and Apperley Bridge with associated car parks on the electrified Airedale and Wharfedale lines.      | Open      | Funded  |
|  | <b>M1 Junction 44</b><br>Highways England improvement scheme to the strategic road network.  | Open      | Funded  |
|  | <b>Leeds Inner Ring Road Major Maintenance Scheme</b><br>A programme of essential maintenance work will ensure the continued availability of the critical Woodhouse tunnel.  | 2016      | Funded  |

## 21ST CENTURY LEEDS: THE NEXT SEVEN YEARS

Timescale Funding

|   |  |                              |   |
|---|--|------------------------------|---|
|    | <b>Leeds Station Masterplan</b><br>A series of improvements to Leeds Rail Station, including improvements to the station entrance, Bishopgate St, Aire St and New Station St.  | (Phase 1)<br>2016            | Funded  |
|    | <b>City Connect 2</b><br>City centre cycling connectivity supported by a cycling strategy for further investment in cycling infrastructure.  | 2018                         | Funded  |
|    | <b>WY+TF City Centre Package</b><br>Closing City Square to general enabling the reduction of through traffic in Leeds city centre through infrastructure improvements to the M621 and Armley Gyratory and the South Bank.                              | 2021                         | WY+TF   |
|    | <b>Leeds Bradford Corridor</b><br>A package of measures to improve journey times and reliability for public transport and other road users along this corridor.  | 2021                         | WY+TF   |
|    | <b>East Leeds Orbital Road</b><br>ELOR will unlock the East Leeds Extension housing developments through a proposed dual carriageway road from M1 Jn 46 to the A6120.  | 2021<br>TBC                  | WY+TF   |
|    | <b>Airport surface access Improvements</b><br>Airport road improvements to facilitate the managed growth of the airport and reduce traffic levels on local roads. (See enhanced rail package below)  | 2023                         | WY+TF   |
|    | <b>Bus Network Transformation</b><br>Comprehensive bus priority measures. 2000 new park and ride spaces. 284 low emission smart enabled buses with real time information at 1000 stops. Improved transport interchange facilities at district centres. | Significant delivery by 2021 | Leeds Public Transport Investment Package (TBC) |
|   | <b>World Class City Centre</b><br>Simplifying the road layouts to reduce congestion, upgrading the pedestrian environment and redesigning the interchange infrastructure at key points in the city centre.   | Significant delivery by 2021 | Leeds Public Transport Investment Package (TBC) |
|  | <b>Enhanced Rail Package</b><br>Development work towards 3 new rail stations at <b>Leeds Bradford Airport Parkway, White Rose and Thorpe Park</b> . Cross Gates, Morley and Horsforth made accessible. Additional spaces at New Pudsey Rail station.   | Significant delivery by 2021 | Leeds Public Transport Investment Package (TBC) |
|  | <b>Local Development Framework Site Allocations</b><br>To enable housing development across the district through a package of measures which improve journey times and reliability for public transport and other road users.                          | 2016 to 2026                 | Unfunded  |
|  | <b>Low Emission City Infrastructure</b><br>Low Emission Strategy alongside investment in new technologies and infrastructure seizes the opportunities to be at the forefront of technology innovation.   | TBC                          | TBC   |



Looking to the future to deliver our transport vision for Leeds as a 21st century city – working in partnership with the West Yorkshire Combined Authority, we will seek to secure funding through a devolution deal which brings new levels of investment to the city and city region.

Across Highways and Transportation we will continue to work to make roads and pavements in Leeds as efficient, safe and well maintained as possible through the following key measures:

## 21st CENTURY LEEDS: **LOOKING TO THE FUTURE**



### **HS2 & South Bank Masterplan**

Creating a HS2 ready site which maximises the benefits of the arrival of HS2 in 2033.



### **21st Century Mass Transit System**

Integrated Mass Rapid Transit System for the City and the City Region.



### **Leeds Inner Ring Road Long-term Strategy**

Given the strategic importance of the LIRR, with significant and costly on-going repairs, a long term strategy for this urban distributor is needed.



### **Aire Valley Integrated Transport package (Phase 2)**

Highway improvements to access development areas in the Leeds City Region Aire Valley Enterprise Zone (post 2022).



### **Leeds Dewsbury Corridor**

A package of measures to improve journey times and reliability for public transport and other road users along this corridor (post 2022).



### **Leeds A6110 Outer Ring Road**

Highway improvements package for the A6110 from M621 J1 to the A647 Stanningley bypass (post 2022).

## 21st CENTURY LEEDS: **WHAT WE WILL KEEP ON DELIVERING**

### **Network Efficiency**

Urban Traffic Management control maintains network efficiency across Leeds through signals linked to the central control computer, utilising signals to deal with localised problems.

### **Highway Maintenance**

Highways across the city will continue to be invested in through a programme of resurfacing and footway maintenance, ensuring that residents and visitors will benefit from convenient and reliable journeys on the highway network.

### **Road Safety Casualty Reduction**

- An annual programme of road safety education, training and publicity campaigns
- Provision of pedestrian skills and Bikeability training.
- A programme of 20 mph zones for residential streets across the district.
- Provision of safe pedestrian crossing facilities through physical measures to reduce the likelihood of collisions in response to community concerns and accident data.
- Analysis of road traffic injury data to provide safety cameras at junctions with a high road traffic casualty record alongside the West Yorkshire Casualty Reduction Partnership.

### **Influencing Sustainable Travel Behaviour**

- Through the promotion of School Travel Plans we will implement a range of measures and initiatives including safer routes to school, walking buses, cycling facilities and scoot to school scheme.
- Workplace Travel Plans, to promote sustainable travel to new developments.

### **Accessibility and Mobility**

Provision of dropped kerbs and parking bays for blue badge residents, and addressing diverse issues of accessibility for disabled people across the district.

