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**Report of the Chief Planning Officer**

**Report to Development Plan Panel**

**Date: 10<sup>th</sup> January 2017**

**Subject: Site Allocations Plan Transport Modelling and Evaluation**

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): All	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

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**Summary of main issues**

1. This report provides a brief update on the work that has been undertaken to update the transport evaluation of the Site Allocations Plan (SAP) and Aire Valley Leeds Area Action Plan (AVLAAP).

**Recommendation**

3. Development Plan Panel is invited to:
  - i) Note the progress that has been made in evaluating the transport impacts of the Site Allocations Plan and Aire Valley Area Leeds Action Plan.
  - ii) Note that the modelling work is an ongoing process, not a static one, and has been used to influence specific site requirements in the SAP and AVLAAP.

## **1 Purpose of this Report**

- 1.1 The purpose of this report is to provide members of the Development Plan Panel with an update on the transport modelling and evaluation of the plan and how this is being used to inform site requirements and the delivery of new infrastructure.

## **2 Background Information**

- 2.1 The Publication Draft Infrastructure Background Paper (Sep 2015) included a Transport Background Paper which outlined the forecast transport impacts of the Site Allocations Plan (SAP) and Aire Valley Leeds Area Action Plan (AVLAAP). This work directly influenced the addition of specific site requirements relating to the local highway network for 77 allocated sites in the Site Allocations Plan. An updated version of this Background Paper has now been prepared and has been included as Appendix 1 to this report.

## **3 Outline of further work undertaken**

- 3.1 Transport modelling is an ongoing process. Since the evaluation of the SAP and AVLAAP was completed for the Publication draft there have been a number of key changes which has resulted in further work being carried out to update the Transport Background Paper and the Site Requirements. The more significant changes are listed below.

- Changes to the proposed allocations following the Publication draft consultation (pre-submission changes reported to Development Plan Panel in June and July 2016)
- The revised Publication draft for Outer North East Housing Market Characteristic Area (HMCA)
- Updated employment growth forecasts
- The cancellation of the NGT trolleybus scheme
- The progression of design work on major schemes in the West Yorkshire Plus Transport Fund (WYPTF)
- Outline feasibility studies into potential highway improvements
- The growth aspirations of neighbouring authorities and the impacts of these on cross boundary routes

- 3.2 The Leeds Transport Model (LTM) has been used to update the modelling previously undertaken. As previously, the modelling includes the housing growth aspirations of neighbouring local authorities, including the planned spatial distribution of housing in Bradford. Employment growth forecasts from the autumn 2015 run of the Regional Econometrics Model (REM) have been applied. These employment forecasts are greater than those used previously, with the updated REM forecast for Leeds being 19% greater. Due to lower rates of delivery, the housing numbers across the region are slightly lower. Overall, however, the growth contained within these forecasts is significantly greater than the latest Department for Transport Forecasts<sup>1</sup>, with the LTM tests including 34% more jobs and 45% more households across the Leeds City

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<sup>1</sup> National Trip End Model (NTEM) 7.0

Region (2012-28). This demonstrates that the model tests, although representative of local aspirations, nevertheless represent a very robust assessment of future travel demand.

- 3.3 Within Leeds, all the latest identified and allocated sites have been included in the model. Site requirements have been assessed for the new allocated sites and revisited for those previously allocated in the light of the updated modelling.
- 3.4 To inform the process a series of model tests have been undertaken, with some additional tests run to evaluate the sensitivity of the forecasts to the growth in employment across Leeds District. The SAP and AVLAAP contain more employment land than is required for the forecast net growth in jobs across Leeds. An additional 5 years supply is included within the requirement to facilitate market choice and to allow for churn (loss of existing employment sites). Consequently there is uncertainty over the delivery of these sites and therefore two sensitivity tests have been undertaken based on different assumptions about build out. In addition, a further test has been carried out to examine the impacts of a number of potential highway schemes that have been identified through the SAP modelling but are not currently included within the West Yorkshire Plus Transport Fund.
- 3.5 Following these tests, the number of junctions where future improvements are potentially required has increased. In addition, the potential eventual need to improve the A6120 outer ring road to dual carriageway standard between A647 Dawson's Corner and A65 Horsforth has also been identified. To date no options assessment, nor feasibility work has been undertaken for a scheme for this route section, although work is being carried out to develop a scheme for improvements at Dawson's Corner which would form an early stage of any emerging longer term plans. A significant improvement at Horsforth roundabout was previously identified; however, a further improvement at Rodley would be incorporated into the scheme if a dualling proposal were to be progressed further.
- 3.6 Plans for the New Generation Transport (NGT) trolleybus system have now been abandoned following the Secretary of State's decision in May 2016 not to approve the powers for the scheme following a public inquiry. Nevertheless, the DfT have allocated their planned £173.5M contribution to NGT towards public transport schemes in Leeds and the Council submitted a strategic case to the Department of Transport in December 2016.
- 3.7 Following the cancellation of the NGT scheme, Leeds City Council has instigated an extensive engagement and conversation on the future direction of transport provision across the city which includes reviewing and considering the measures for those corridors which were covered by the NGT proposals. The first phase of this was concluded on 11 November.
- 3.8 Due to the outline nature of the proposals at this time and the constraints of model runs and evaluation, it has not been possible to include any of the proposed package of interventions in the SAP evaluation.
- 3.9 Following the completion of the modelling and evaluation of the results the Transport Background Paper has been revised to reflect this work and will be issued alongside the Plan for independent examination. The updated version is attached as an appendix to this report.

## **4 Recommendation**

### **4.1 Development Plan Panel is invited to:**

- i) Note the progress that has been made in evaluating the transport impacts of the Site Allocations Plan and Aire Valley Leeds Area Action Plan.
- ii) Note that the modelling work is an ongoing process, not a static one, and has been used to influence specific site requirements in the SAP and AVLAAP.

## **Appendices**

Appendix 1: Leeds Site Allocations Plan Submission Draft Dec 2016 Background Paper – Transport (19 Dec 2016)