

---

## Report of the Director of City Development

### *Scrutiny Board (City Development)*

Date: 1 September 2009

Subject: **TRAFFIC CONGESTION – KEY LOCATIONS UPDATE**

---

**Electoral Wards Affected:**

ALL

**Specific Implications For:**

Ethnic minorities

Women

Disabled people

Narrowing the Gap

---

### Executive Summary

This report provides a further update to the information originally provided to the Board at its meeting on 18 December 2007. The report identifies progress made at a number of highway locations previously identified to the Board.

#### **1.0 Purpose Of This Report**

1.1 This report provides an update on information previously considered by the Board.

#### **2.0 Background Information**

2.1 The previous report of 16 December 2008 updated the information originally submitted to the 18 December 2007 Scrutiny Board meeting concerning the location of traffic congestion at key locations on the local highway network.

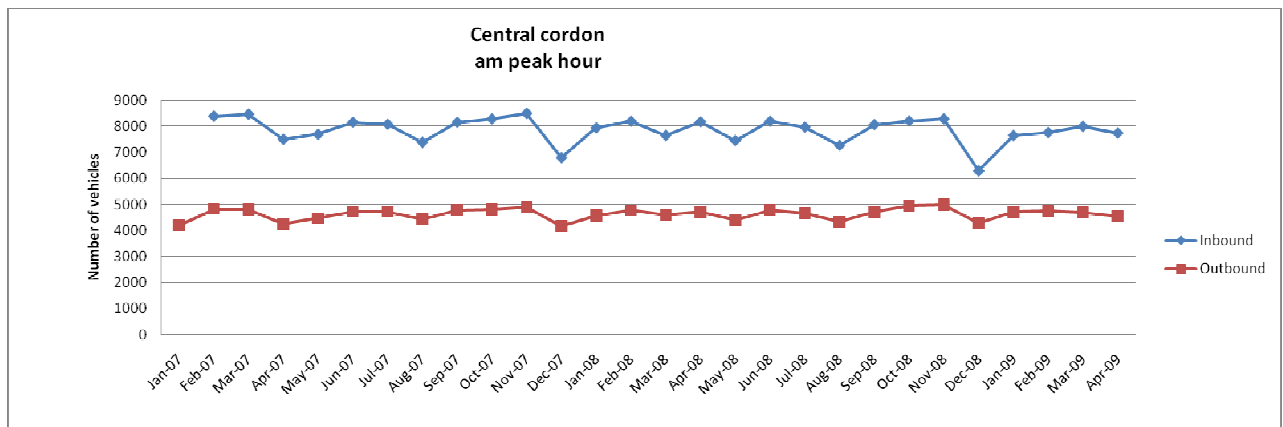
#### **3.0 Main Issues**

3.1 The previous reports identified above have provided a snapshot of the information collected as part of ongoing monitoring showing the main locations of traffic congestion and delay on the main highway network. This evidence has not changed significantly since previous submissions.

3.2 It is, however, useful to be reminded of the current headline data from the ongoing annual traffic monitoring undertaken by the Highways and Transport Service. This is summarised below in Table 1 which shows rates of traffic growth over the last 30 years and Figure 1 shows the results of traffic flow monitoring across the city centre cordon for the last 2 years.

Year	% change in 2-way am peak (0800-0900) flows	% change in 2-way pm peak (1700-1800) flows	% change in 2-way 24 hour flows
1980-1985	+18.2	+21.0	+15.2
1985-1990	+11.1	+18.2	+18.4
1990-1995	- 0.4	- 0.3	+ 4.2
1995-2000	+ 2.0	+ 7.3	+ 5.5
2000-2005	+3.3	-1.6	+4.0
2005-2009	-2.4	-1.2	-2.2

**Table 1: Summary information Leeds traffic levels 1980 - 2009**



**Figure 1: Traffic flows across Leeds central cordon 2007 - 2009**

- 3.3 In overall terms the high level information shown above demonstrates that traffic levels are presently relatively static or falling. At the present time the data available is insufficient to demonstrate any significant impacts from the economic downturn, although there is a widespread perception over recent months of faster journey times on many routes. Such a reduction in journey times is borne out by comparative work which shows that on the congested network for any given reduction in traffic flow the result is proportionately greater increases in journey speeds and reductions in journey times.
- 3.4 There is an ongoing programme to analyse journey time and speed information which is constantly being updated. But it is also worth noting that within the last year as well as the economic downturn the Council has also opened two major roads (East Leeds Link and Inner Ring Road Stage 7) which have had an impact on congestion and journey times in part of East and South East Leeds.
- 3.5 Progress at specific congestion locations since the previous report is summarised in Appendix 1. The key issues to update concern the following:
- Major schemes. Initial submissions were made for regional funding priority for the following schemes: A6120 Route Strategy Phase 1 and A65 to A657 Airport Integrated Access Corridor. Decisions on these schemes were deferred pending the regional and city region reviews to be conducted as part of the government's Delivering a Sustainable Transport Strategy process. Future decisions on investment priorities will be informed by a series of studies now being initiated at region and city-regional levels for final completion during 2011.

- City centre. In line with the development of a wider vision for the future of the city centre, following the conference in 2008, a workstream to look at longer term transport options is currently in progress. At present this is incomplete and further significant development will be contingent on the completion of a new multi-modal transport model for the city. An update on this work will form the subject of a future report to the Scrutiny Board.
- New Generation Transport. This scheme will impact at a number of congestion sites across the city. Since the previous report a public consultation programme has been undertaken within the local areas through which this scheme is planned to pass. The NGT project team is also working closely with colleagues in other areas of the Highways and Transportation service to ensure the scheme is fully integrated with other proposals.
- Local Transport Plan (2011 onwards). A project team is now being established on behalf of the Integrated Transport Authority and district councils to lead the preparation and delivery of the third Local Transport Plan (LTP3). As a part of this process each district will prepare a Local Implementation Plan (LIP) setting out their priorities and proposed programme to deliver the LTP3 strategy in their areas. Currently the future budget for LTP3 is yet to be defined and this will inform the final priorities included within the Leeds LIP

## **5 Legal And Resource Implications**

- 5.1 This report raises no specific legal and resource implications.

## **6 Conclusions**

- 6.1 This report has updated Members on the work to address congestion as part of the Local Transport Plan especially in terms of the sites previously identified to the Scrutiny Board.

## **7 Recommendations**

- 7.1 Members are requested to note and comment on the contents of this report.

## **8 Background information**

- 8.1 Background documents relating to this report is as follows:

- i) Traffic congestion - key locations; Report to Scrutiny Board (City Development), 18 December 2007.
- ii) Traffic congestion – key locations; Report to Scrutiny Board (City Development), 16 December 2008.