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**Report of the Director of City Development**

***Scrutiny Board (City Development)***

**Date: 16 December 2008**

**Subject: TRAFFIC CONGESTION – KEY LOCATIONS**

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**Electoral Wards Affected:**

ALL

**Specific Implications For:**

Ethnic minorities

Women

Disabled people

Narrowing the Gap

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**Executive Summary**

This report provides an update to the information provided to the Board about key locations for congestion on the major highway network as set out a previous report considered on 18 December 2007. Included within the report is information concerning locations specifically identified to the Board by Ward Members.

**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 18 December 2007 detailed the Local Transport Plan 2006-11 policies to tackle congestion in line with Government policies and guidance which for reference are as follows:

C1 Encourage the switch to public transport – by encouraging more travel by bus and rail and improving ticketing and information

C2 Manage the demand for travel – by the management of car parking and reallocation of road space

C3 Make best use of existing capacity – by urban traffic management and control and the provision of information

C4 Improve the highway network – by selective improvements and general highway maintenance

C5 Encourage more cycling and walking – by dealing with existing barriers, promoting the benefits and integration with public transport

C6 Promote Smarter Choices – by workplace travel planning measures and car club schemes

C7 Promote sustainable land use planning policies and practices

2.2 The understanding of the extent congestion and the location of “hot spots” is derived from several sources:

- Timed journeys
- Queue surveys
- Observations and analysis by Urban Traffic Management and Control
- Analysis of Global Positioning System data provided by the Department for Transport for the purposes of congestion monitoring
- Analysis of how congestion affects bus services in conjunction with Metro and the bus operators.

2.3 The previous report noted that there is no no universal standard definition of congestion which can occur as a result of number of issues:

- At junctions where the flow of traffic arriving exceeds the designed capacity of the site.
- On lengths of road where again the flow exceeds the design capacity of the road causing flows to break down with queuing and “shockwave” effects.
- Poor road user behaviour i.e. poor lane discipline, injudicious or inconsiderate turning movements, illegal or inappropriate parking.

### **3.0 Main Issues**

3.1 Section 2 has provided a brief reminder of the issues relating to congestion that were the subject of the previous report. The previous report provided a schedule of the key locations on the network where congestion was a problem. These sites are reviewed in Appendix 1.

3.2 Prior to the December 2007 report Ward Members were invited to submit details of sites which were of interest of concern to them. These are detailed in Appendix 2 with a short position statement for each site.

3.3 In overall terms congestion is continuing to be managed as part of the overall approach set out in the LTP. In terms of progress, the highlights of 2008 are the completion of Leeds Inner Ring Road Stage 7 in November and the substantial completion of East Leeds Link which is expected to open to traffic within the next month.

3.4 The previous report presented plots showing peak period journey speeds derived from the GPS data provided by the Department for Transport. This data is being

constantly updated and a new contractor as now begun to supply this information which is being analysed. Over time the data is becoming more comprehensive, allowing the degree of accuracy to be increased. However, the visual plot has not significantly changed since last year and is therefore included at Figure 1 for Members information.

## **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 Members and also those raised by Members themselves. Additional updated information is provided in the appendices to this report concerning all these sites.

## **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.