Leeds CITY COUNCIL

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Report of Director of City Development

Report to Scrutiny Board (Infrastructure and Investment)

Date: 22 November 2017

Subject: TRAFFIC CONGESTION UPDATE AND INVESTMENT OVERVIEW

Are specific electoral Wards affected? If relevant, name(s) of Ward(s):	☐ Yes	☒ No
Are there implications for equality and diversity and cohesion and integration?	☐ Yes	☒ No
Is the decision eligible for Call-In?	☐ Yes	☒ No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	☐ Yes	☒ No

Summary of main issues

1. This report initiates a response to the recommendations of the Board's previous inquiry into Advancing Bus Service Provision by providing an update on the latest analysis undertaken to track changes in journey times and congestion across the main road network in Leeds and summarising the key mitigation measures being pursued as part of the Leeds Transport Strategy. It also provides some benchmarking against other Core Cities and West Yorkshire Districts and provides a general over-view of the investment programmes currently being pursued.

2. Speaking generally it is apparent that journey times have risen markedly in recent years. Very probably this can be attributed to the 'bounce back' following the economic downturn when traffic levels fell for several years and more recently significant falls in fuel prices since 2014. These are historically key factors in driving shorter term fluctuations in the overall congestion and traffic picture.

3. A report covering the latest list of junction hotspots is included in Appendix 1.

Recommendations

4. Scrutiny Board members are requested to note and comment on this report.

1 Purpose of this report

1.1 This report outlines the latest analysis undertaken to understand trends in journey times across the main road network in Leeds and congestion at key junction hotspots in the District.

2 Background information

2.1 The final report arising from the Advancing Bus Service Provision inquiry completed in June 2017 made a number of recommendations for further action. This report starts to address Recommendation 2 by providing the latest analysis at the strategic level of congestion trends over recent years and providing an overview of the investment programmes in place manage congestion in the future as part of the Leeds Transport Strategy. The report also complements the final report and recommendation of the Board's inquiry "Transport for Leeds – Supertram, NGT and Beyond".

2.2 A systematic process is in place within the Highways and Transportation service and working in conjunction with the West Yorkshire Combined Authority to monitor short and long term travel and traffic trends. This information forms an essential part of the strategic planning and decision making and also enables the Council to maintain its transport models.

2.3 The Department for Transport (DfT) provide all local authorities with data on vehicle travel times that has been collected from vehicles with GPS devices. This information is currently supplied to the DfT by TrafficMaster and allows average journey times and speeds to be analysed by individual road and time of day. The DfT data augments the data collected locally to provide a full picture of traffic on the Leeds Key Route Network.

2.4 Over the years the DfT have used this data to derive a number of indicators by local authority relates to journey times and congestion. This allows Leeds to be benchmarked against other cities. Up to the end of 2014-15 this included a calculation of average morning peak period speeds on local authority A roads. More recently they have developed a new indicator that measures delays over the full 24 hour day across the whole year.

2.5 Based on the TrafficMaster data Leeds City Council officers have undertaken a detailed analysis of radial and orbital routes in Leeds for the alternate academic years between 2007-08 and 2015-16 (weekdays excluding school holidays). In addition, a separate exercise has been undertaken to measure delays at over 90 junctions across the District based on the latest 2015-16 data and updating a previous analysis using the 2011-12 data. This information has helped to inform the current Local Development Framework planning process and the priorities for funding bids to both the West Yorkshire Transport Fund and the Department for Transport. In conjunction with local data this data is also contributing to the analysis being used to develop the new interventions being planned as part of the Leeds Public Transport Investment Programme (LPTIP).

3 Main issues

Traffic Congestion

3.1 Data issued by the DfT shows that between 2006/07 and 2014/15 average speeds on local authority "A" class roads in Leeds during the weekday morning peak period were consistently faster than other Core Cities – see Figure 1.

3.2 The improvement in speeds following the economic downturn is clear as is the more recent fall in average speeds as the economy has started to grow again.

3.3 More recently, DfT have issued new data on congestion, concentrating on all day delays relative to uncongested conditions. Once again this demonstrates that Leeds is markedly less congested than the other Core Cities – delays are around half that in Manchester and Bristol – see Figure 2.

3.4 This data relates to all "A" roads under local authority control and is therefore influenced by the proportion of urban and rural roads in each area. In Leeds' case this will have an influence on the results, however, it is also worth noting that within West Yorkshire this data indicates that Bradford, Calderdale and Kirklees are also more congested than Leeds over the full 24 hour day.

Figure 1

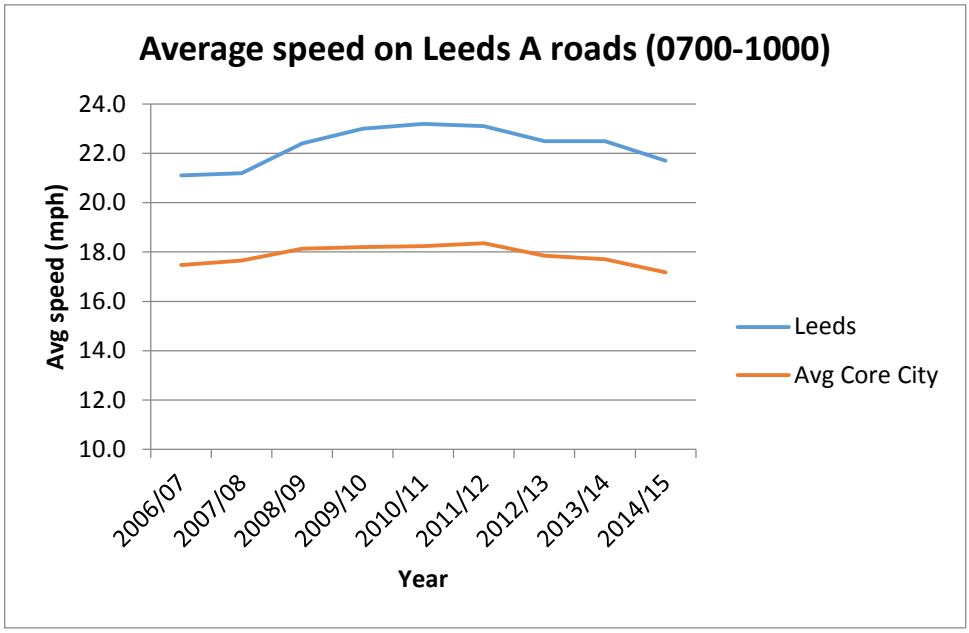
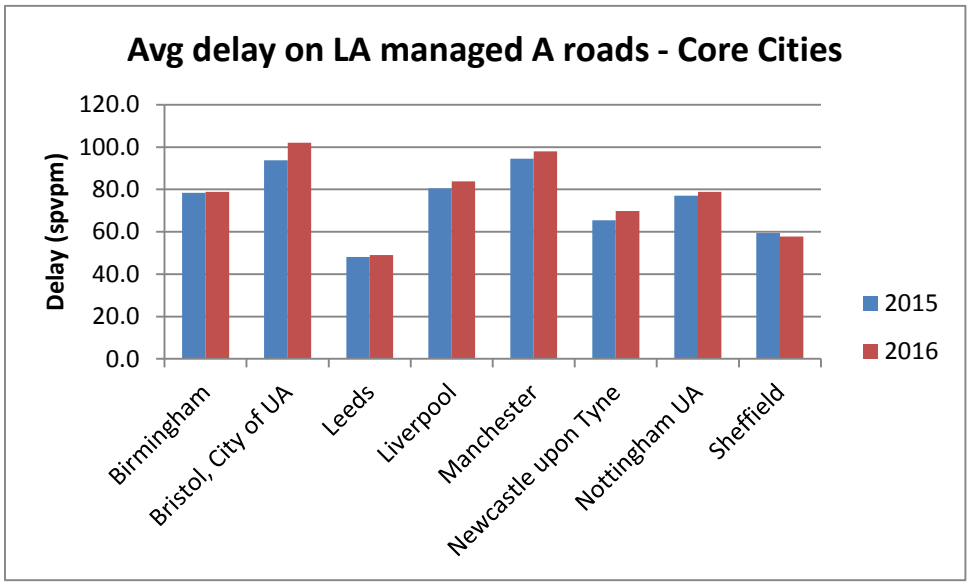


Figure 2



3.5 Using the same TrafficMaster data source, Leeds City Council officers have undertaken a detailed analysis of radial and orbital routes in Leeds for the alternate academic years between 2007-08 and 2015-16 (weekdays excluding school holidays).

3.6 This shows that in recent years the routes consistently experiencing the highest levels of peak congestion (in terms of delay/km) are the A660, the A65 (Rawdon to the Inner Ring Road) and the A61 (N), alongside the A62 and A657/A647 for inbound am peak journeys and the A61(S) and A65 (Rawdon to Menston) for outbound pm peak journeys (Figures 3 and 4).

Figure 3

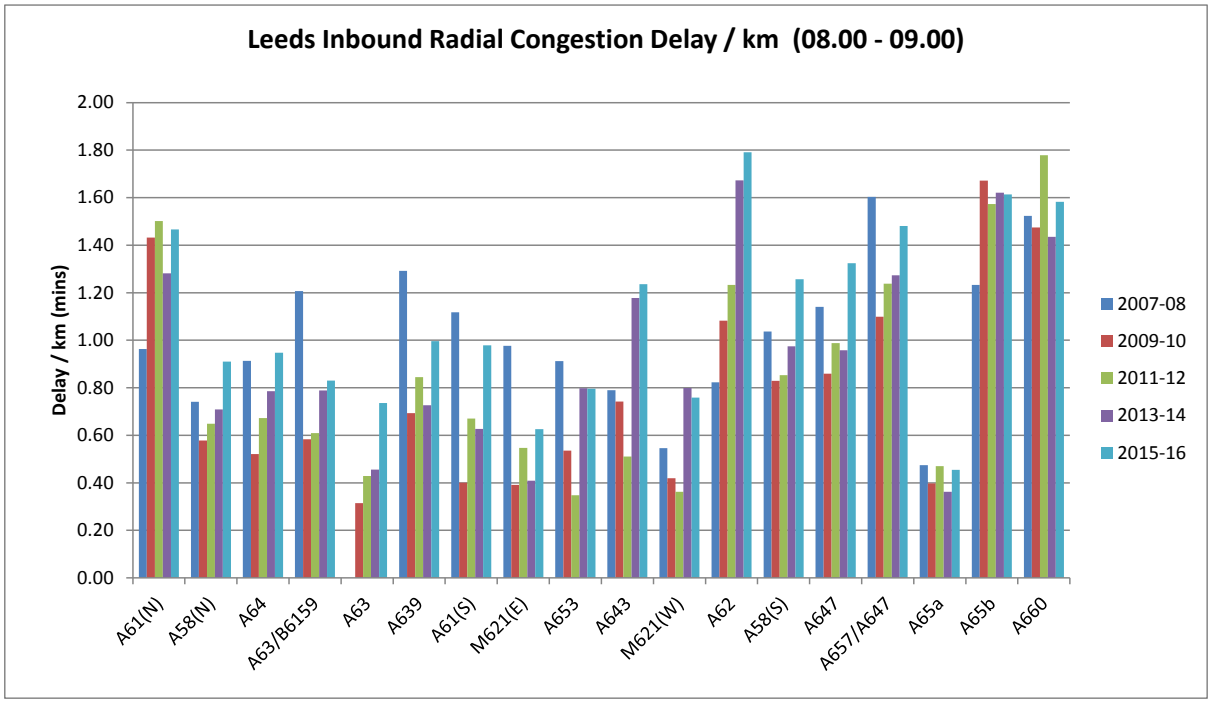
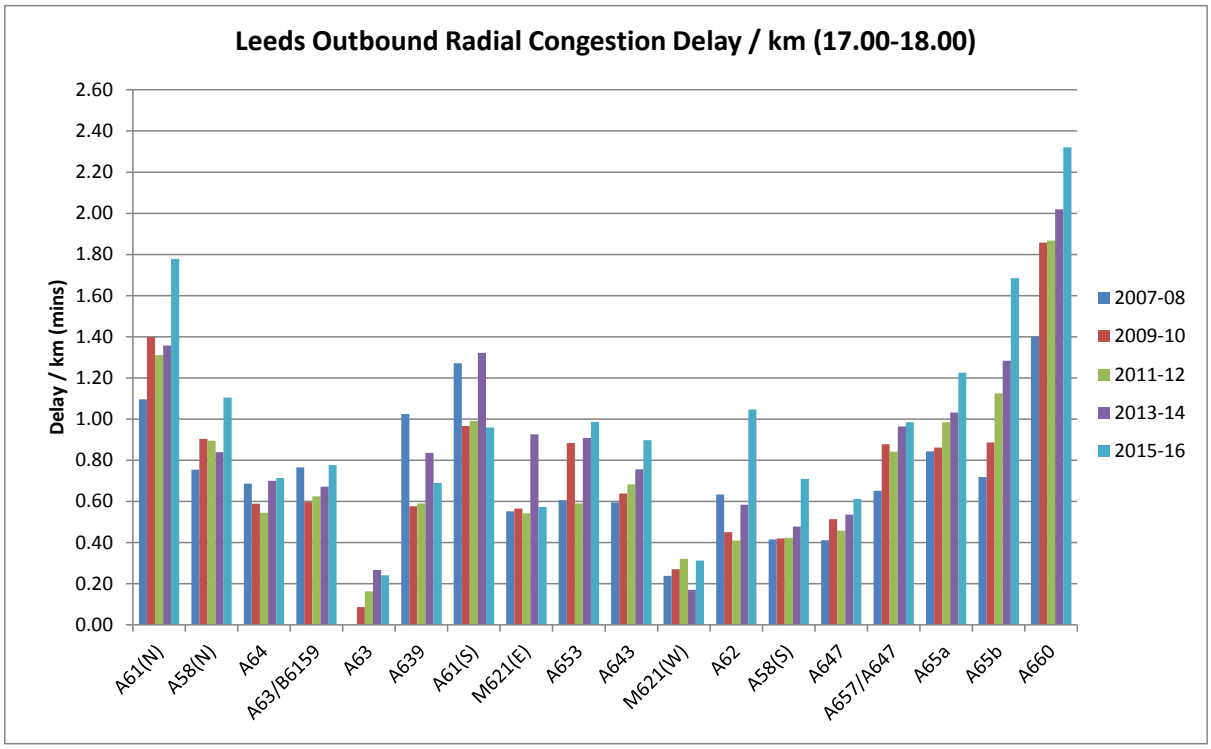


Figure 4



3.7 When average peak hour journey times are compared with daytime free flow conditions congestion adds at least 80% to travel times on the majority of these routes – see Table 1 below.

3.8 Across the whole urban main road network (excluding the M621) congestion adds 79% to journey times on inbound radial routes (0800-0900) and 74% to outbound radials (1700-1800).

3.9 Average morning peak hour speeds (again excluding the M621) in 2015-16 were at 17.4 mph, around 7% lower than in 2007-08, while those in the evening peak hour had fallen by 15%, to 16.8 mph. This is reflected in an increase in inbound morning peak hour journey times of 10% and an increase in outbound evening peak hour journey times of 20%.

Table 1 - Routes where peak hour congestion adds 80% or 1 min / km to journey times (2015-16)

Route	Congestion Delay (%)		Congestion Delay (mins / km)	
	0800-0900 inbound	1700-1800 outbound	0800-0900 inbound	1700-1800 outbound
A61 (N)	Over 100%	Over 130%	Over 1.4	Almost 1.8
A58 (N)		80%		1.10
A639			1.0	
M621 (E)	Over 90%	Almost 90%		
A643			Over 1.2	
M621 (W)	Over 110%			
A62	Over 120%		Almost 1.8	Over 1.0
A58 (S)	90%		Over 1.2	
A647	100%		Over 1.3	
A657/A647	Over 80%		Almost 1.5	
A65a #				Over 1.2
A65b ##	Almost 100%	Over 100%	Over 1.6	Almost 1.7
A660	Over 80%	Over 130%	Almost 1.6	Over 2.3
A6110/A647 clockwise		Over 90%		1.2
A6110/A647 anti-clockwise	Over 80%		Over 1.0	
Inner RR clockwise				Over 1.0
Inner RR anti-clockwise		Over 130%		Over 1.7
	0800-0900 outbound	1700-1800 inbound	0800-0900 outbound	1700-1800 inbound
A62				Over 1.0
A65b ##				Over 1.1

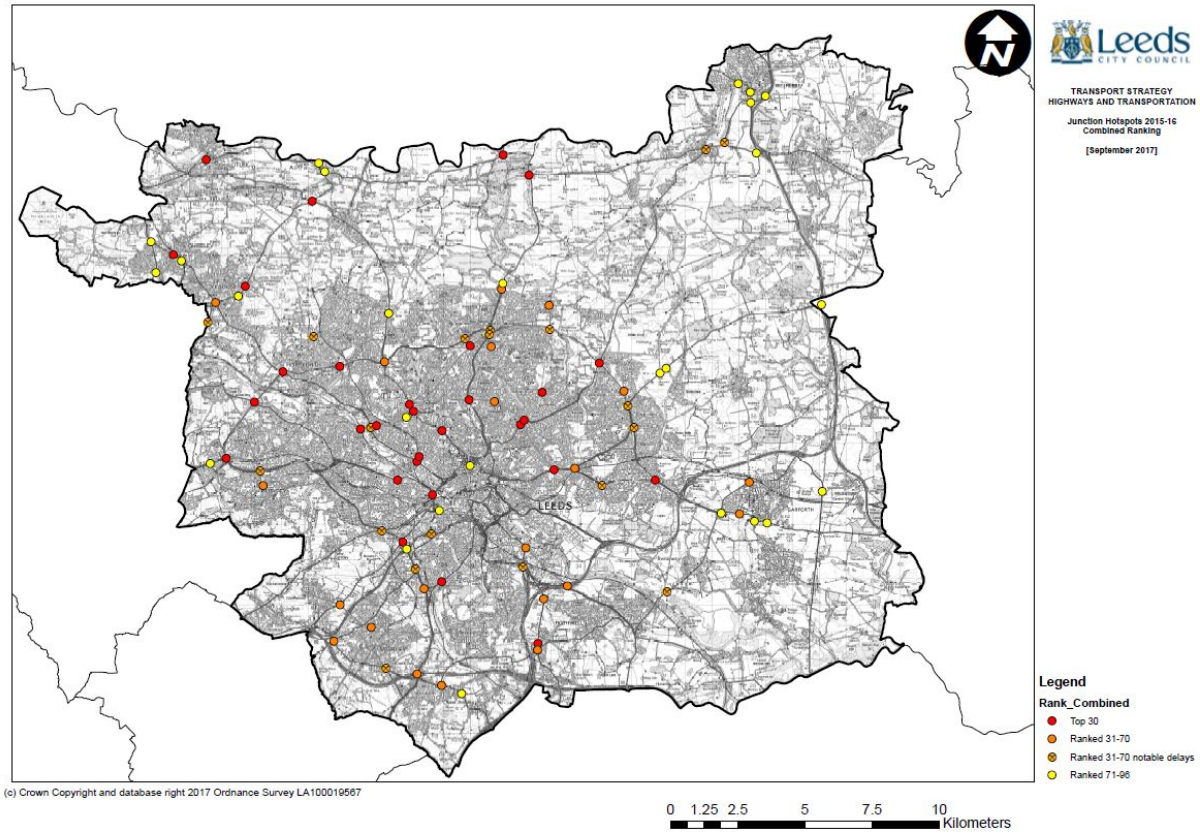
Notes: # Menston to S of Rawdon; ## Rawdon to City Centre.

3.10 In addition to this analysis, delays at 96 junctions across Leeds have been derived from the TrafficMaster data allowing a ranking to be applied to the

junctions. This work was originally undertaken based on 2011-12 data and was included within the Infrastructure Delivery Background Paper for the Site Allocation Plan (SAP) examination. Since then it has been updated based on 2015-16 data and the report is included as Appendix 1.

3.11 Figure 5 shows the junctions considered and highlights those in the top 30 and top 70 based on the 2015-16 data. This analysis does not take account of differing traffic levels between junctions and is simply based on ranking the delay relative to uncongested conditions. Junctions within the city centre were excluded from the analysis.

Figure 5 - Leeds Congestion Hotspot Junctions (2015-16)

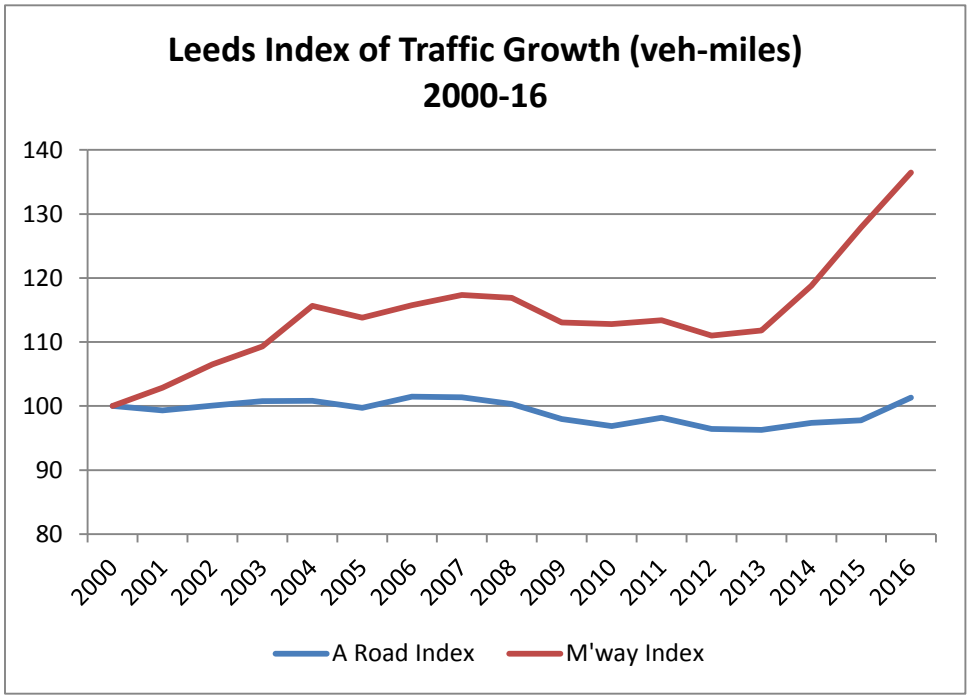


3.12 Across all 96 junctions, peak hour delays have increased by 24% since 2011-12 and all day (12 hour) delays by 18%.

3.13 The reasons behind the increasing levels of congestion reported above are likely to reflect national and local changes in the economy and fuel prices that are acting together to increase traffic levels. Under congested conditions, where the network is at or close to capacity, only relatively small changes in traffic levels can generate significant changes in delays. This later point is particularly significant in terms of road works, utility repairs and unplanned incidents where a seeming small event can have a disproportionate impact on traffic, especially during the peak hours. Similarly such unplanned events on the main national routes such as the M62 can affect wide areas.

3.14 On the basis of data collected by the DfT, growth in all day "A" road traffic in Leeds District (annual veh-miles) between 2010 and 2016 has been 4.6%. However, traffic growth on the motorways has been 21% - see Figure 6.

Figure 6 – Leeds Traffic Growth 2000-16



Source: DfT Traffic Census

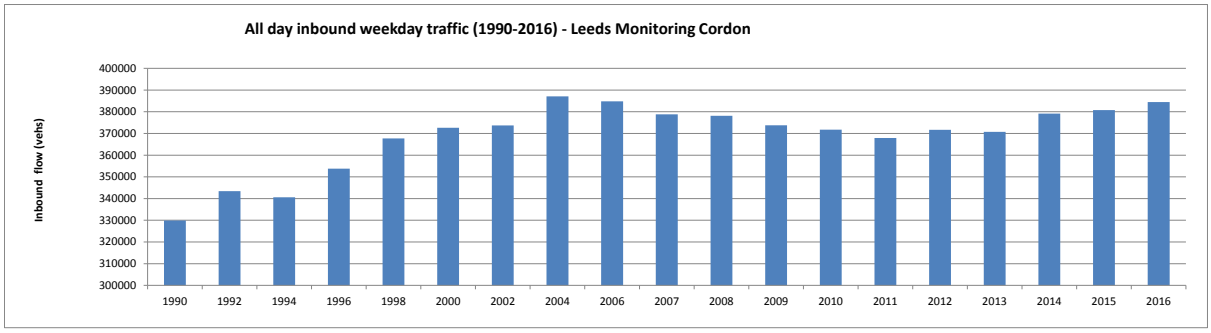
3.15 The trends in Leeds are very similar to national trends, with urban A roads not showing any real growth over the last 20 years, while rural roads and motorways have experienced high levels of traffic growth[1].

3.16 Leeds City Council monitoring of traffic volumes on radial routes approaching the city centre highlights the effect of the economic downturn and more recent growth since – see Figure 7 – although it is notable that traffic started falling some years before the recession.

3.17 Weekday traffic levels peaked in 2004 and fell thereafter until a low point in 2011-13. Flows have risen since then so that in 2016 all day traffic was less than 1% below the peak year.

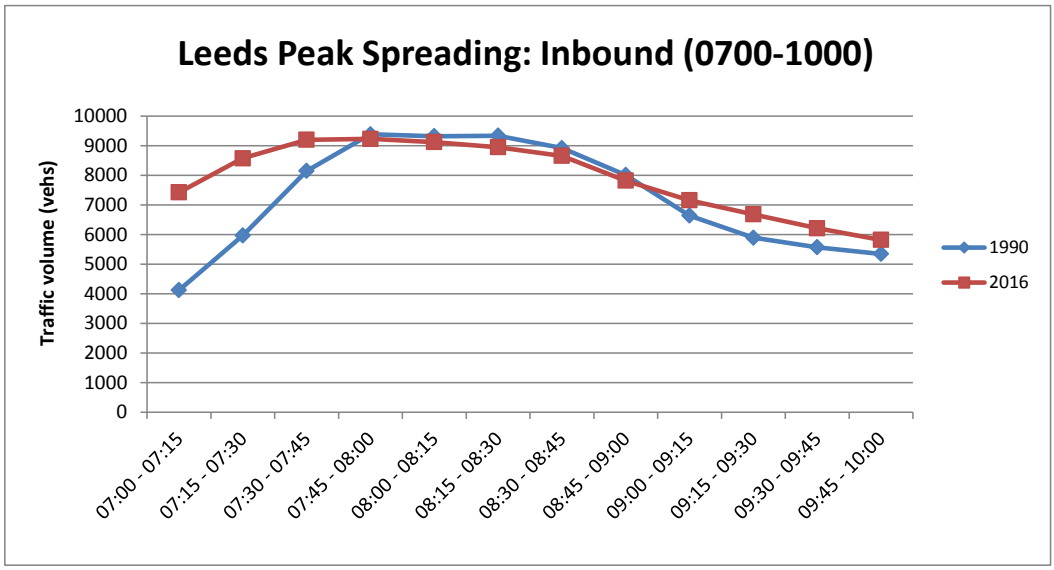
Figure 7 – Leeds Monitoring Cordon Weekday Traffic Levels 1990-16

[1] DfT : Road Traffic Estimates Great Britain 2016. Urban A roads down 0.5%; rural A roads up 22.3%; Motorways up 39.5%.



3.18 In contrast, peak traffic levels have remained fairly constant, with peak hour flows on the same radials approaching the city centre in 2016 actually below those in 1990. Peak spreading, however, has resulted in a significant rise in traffic between 0700-0800 in particular – see Figure 8 – as drivers have increasingly sought to avoid the centre of the peak and as working hours have become increasingly more flexible. A similar, though less marked trend applies in the pm peak.

Figure 8 – Peak Spreading



3.19 This rise in traffic before the traditional peak hour tends to result in more congestion throughout the peak period as queues develop well before 8 am and 5 pm and are carried through into the next hour, generating greater delays in turn.

Transport Investment Overview

3.20 The high level data and trends described above when taken with relevant data on the rail system and relating to bus services at the local and national forms a key part of the intelligence available to support the forecasting, analysis and development of plans and policies for the future. What the information continues to tell us alongside the longer term and historical trends is that the challenges of congestion have been an ever present for many years and that these can be most effectively dealt with by a broad based and balanced approach delivered by sustained and stable investment

strategy. In the confined urban highway network where the environment, heritage and the needs of place and local communities play such a large part improvements are a complex mix of planning, design and long term strategy.

3.21 The Leeds Transport Strategy that was endorsed by bus Executive Board in December 2016 has alongside the recent approval by the West Yorkshire Combined Authority of new transport and bus strategies provided the context for a balanced approach of meeting future demand. This includes targeted strategic investments in the road and public transport predicated on the continuing improvement and management of the road network. Which sit alongside the ambition for public transport and sustainable low emission/low carbon active travel modes playing a greater role in soaking up demand for travel in the future.

3.22 Local monitoring forms an important part of judging success. However, in terms of the road network an overall view and careful consideration needs to be given when planning schemes to ensure the desired effects are achieved across the system. This includes ensuring that new schemes fit into the constraints and capacity of the wider network without simply moving congestion from one place to another and that investments are future proofed for providing a reliable attractive public transport services, wherever possible ensuring good provision of local movements and non-motorised users.

3.23 A short summary of the key programmes of investment taking place in the city to improve the operation of the road network, meet the needs of present and future development and to broaden the choices of travel mode available to the residents, businesses and visitors is provided in the following sections.

Leeds Public Transport Investment Programme

3.24 The Leeds Transport Conversation engagement programme identified that people overall across the city wanted to see improvements in public transport, active travel and congestion reduction. This has helped to shape the process of bidding and ultimately the success in securing £173.5 million in April 2017 from the Department for Transport in acknowledgement of the continuing need for major investment in the city's public transport infrastructure.

3.25 A programme is now being developed with these funds, local contributions from the City Council and West Yorkshire Combined Authority and complementary investments from the public transport operators into a targeted series of public transport improvements across Leeds on both site specific improvements including rail stations and bus corridor upgrades, which are detailed below. These proposals are being designed to offer a greater range and choice of transport options such as bus service wide improvements across Leeds, more park and ride, new and improved rail stations and an airport parkway, all creating new jobs.

3.26 The delivery and success of these schemes is dependent on working closely with the West Yorkshire Combined Authority along with key transport providers and operators. As well business and the local community who we shall continue to engage with as the schemes progress.

3.27 The LPTIP programme comprises of a package of public transport improvements that, taken together, will deliver a major step change in the quality and effectiveness of our transport network. The headline proposals include:

- A new Leeds High Frequency Bus Network – over 90% of core bus services will run every 10 minutes between 7am and 8pm.
- Additional investment by the major bus operators, including c£71m by First group, to provide 284 brand new, comfortable, and environmentally clean buses with free wi-fi and contact-less payments which will achieve close to a 90% reduction in NOx emissions by 2020.
- Development of three new rail stations for key development and economic hubs serving Leeds Bradford Airport, Thorpe Park and Millshaw (White Rose) for which business case and detailed feasibility work has now commenced.
- Making three more rail stations accessible at Cross Gates, Morley and Horsforth.
- 2000 additional park and ride spaces with the first new site opening at Stourton, expansion of Elland Road and review of potential opportunities in North Leeds.
- 1000 more bus stops to be equipped with real time information.

3.28 In addition to the core programme described above LPTIP is also helping to support specific initiatives to address the local bus network and better community connectivity through:-

- Transport Hubs - to deliver new or upgraded existing facilities to improve the waiting environment and the travel information offer across the district. This will work to improve onward connectivity by bus from and to the City Centre as well as between other district centres.
- Connecting Communities - to improve the bus service offer across Leeds communities where the commercial bus network does not operate to provide sufficient coverage.

3.29 The investments of the LPTIP will complement the other programmes also underway in the city as briefly outlined in the following sections.

Park and Ride

3.30 Park and Ride Improvements are an important element of the emerging Transport Strategy for Leeds. Park & Ride is good for the city economy and the environment as it reduces parking in the city centre and also helps to reduce congestion and improve the city's air quality by reducing the number of cars entering the city centre.

- The Elland Road park and ride site opened in 2014 is now operating near to its full capacity of 800 spaces following the completion of an expansion scheme last year with the overspill area in regular use. Further expansion is now being considered.

- Temple Green park and ride of 1000 spaces has now opened at Temple Green in the Aire Valley Enterprise Zone, this is already seeing success well ahead of the forecast with the car park more than half full most days.

- Future park and ride development. Building on the success of these first 2 sites a further 2000 more park and ride spaces are to be created with a new site being developed at Stourton for completion by the end of 2019. Provision is also available in the LPTIP for a further site and detailed review and assessment is being made of the opportunities for a site(s) in North Leeds

Rail Improvements:

- The Leeds Station Southern Entrance opened in January 2016 and is playing in important part in the early stages of delivering the ambition to double the size of the City Centre by regenerating the Southbank.

- The new station at Kirkstall Forge opened in 2016, providing a new and well used park and rail facility, and now unlocking the development of new homes and jobs. The Council are also working hard with the rail operator to increase the frequency of the train service to further enhance the impact of this station.

- Greater local control of rail services as is now reflected in the Rail North and the new Northern and Trans Pennine franchises which will provide capacity for greater growth with significant investment in new and re-furbished train fleets which will start to come on stream during 2018/19.

- Car park expansion at New Pudsey station to further enhance the park and ride offer in West Leeds

- Making three more rail stations accessible at Cross Gates, Morley and Horsforth.

- Preparing the way for HS2 with the development with key partners of the HS2 Growth Strategy to unlock the future potential for development both in the city and more widely through the regeneration opportunities HS2 is expected to provide.

- Northern Powerhouse Rail (NPR) - key priorities for strategic rail investment include commitments to a new Trans Pennine Route and Calder Valley Line upgrades with decisions expected during 2018.

Active Travel – Cycle and Walking improvements:

- As well improvements to key public transport corridors LPTIP contribute to improving provision for pedestrians and cyclists along these corridors.
- A programme of 20 mph speed limits around schools aims to improve child safety and provide opportunities for children to travel actively.
- City Connect 1 cycle superhighway provision of cycle infrastructure, on the Bradford to Leeds city centre and East Leeds completed in 2016
- City Connect 2 started on site at the end of October to improved cycle facilities to the east and west of City centre to superhighway standards.
- Recent segregated cycle facilities have started to be used on other routes, for example on Kirkstall Road and Regent Street.
- £3.2m funding to introduce segregated provision for cyclists on the outer ring road complementing the ELOR scheme to facilitate the development of the East Leeds extension has been awarded from the DfT's NPIF programme and is expected to progress to site in 2019.
- *Cycling Starts Here* cycling strategy, ambitious plans for a comprehensive Core Cycle network, including up to 6 cycle superhighways and a network of on street and 'green' routes – Also drafting a Local Cycling and Walking Infrastructure Plan which will identify routes and improvements.

Major New Roads and Junction Improvements:

3.31 West Yorkshire Plus Transport Fund (WYPTF) investment programme.in collaboration with the West Yorkshire Combined Authority is providing for a significant new investment in transport in the city region with investment over the 7-10 years of over half a billion pounds being planned.

3.32 East Leeds Orbital Road: will connect the Outer Ring Road at Red Hall around the east side of Leeds joining a new Manston Lane Link Road (MLLR) and connecting through Thorpe Park into junction 46 of the M1 motorway. ELOR will be a 7.5km dual carriageway which will provide the capacity to support increased traffic from allocated development in the ELE and vehicular access into the development areas as well reducing the impact of traffic growth on the existing highway network. The package of improvements will cost £116 million, to be funded by the West Yorkshire Plus Transport Fund and by housing developments in the East Leeds Extension. Initial construction of the advance junctions on the A6120 from King Lane to Roundhay Park Lane is expected in early 2018 with the main scheme following on from resolution of the current planning application, completion land acquisition and statutory procedures and final design and procurement.

3.33 A65/A658/Leeds Bradford Airport Link Road: Improving access to Leeds Bradford Airport. This scheme is part of a long-term development vision for the airport and city. The airport is of significant importance to the Leeds City Region economy, contributing £100million a year, and is one of the fastest-growing airports in the UK. The current 3.8 million passengers per year is predicted to rise to 7 million by 2030. To support the future growth of the airport and to address current congestion issues, three options have been put forward for initial consultation in 2016 and are now under consideration with a further proposed consultation expected in the Summer 2018 which will also recognise the interface with wider road and rail investments in the airport transport corridors.

3.34 City Centre Package - Transformation of the way traffic uses our City Centre/ Armley gyratory/ closure of city square. Working in partnership with Highways England to invest in the wider city centre network focussed on the South Bank, M621 and Inner Ring Road area to address hotspot locations and complement the LPTIP with an integrated approach to the management of the local network on the South Bank to balance the use and priority of road space with emerging regeneration and urban realm plans, including a new city park the bus priority network and the development of the City Connect Cycle Network into the area. The main phases of work are expected to be improvements to the M621 on which Highways England are consulting and major improvements to Armley Gyratory which collectively will improve the functioning of the Inner Ring Road alongside plans to close City Square to through traffic. Delivery is anticipated in the period 2019/2023.

3.35 A6110 Leeds Outer Ring Road – funding has been allocated to develop a feasibility study of the options for improving this route between its junction with the A643 at Churwell and the A58 at Wortley with the aim of submitting a business case for WYPTF later in the 2018/19 financial year. Subject to funding and detailed consultation and procedures it is anticipated during the early 2020s.

3.36 Corridor Investment Programme – this programme provides support for investment in key hotspot locations on the highway network. Three sites have been approved for development at the A647 Dawson's Corner; A6120 Ring Road/Fink Hill and the A660 Dyneley Arms junctions.

3.37 Urban Traffic Management and Control (UTMC) – work is ongoing to develop a collaborative West Yorkshire project to integrate the various UTUMC systems and invest in the development of the physical infrastructure. Once approved this is likely to form 3 to 5 year programme to bring the various systems closer together with common databases and interoperability. Ongoing investment in the infrastructure will continue in the meantime with LPTIP and other WYPTF supporting various improvement activities and investment in the asset. The recent success in securing funds from the National Productivity Investment Fund (NPIF) will provide a £1.5m budget for a new SCOOT control system and site improvements within the

A65 corridor. Collaborations and networking will also continue with national UTMC working groups and in particular with Transport for London regarding the future development of system.

3.38 Alongside the major programmes described above lower level investments will continue to be made by both the City Council in local traffic management and road safety engineering and by the Combined Authority in local rail stations and bus passenger facilities and part of the Local Transport Plan. This also includes the development where appropriate of schemes to fit within the overall strategy to manage new developments noting the key sites identified in Appendix 1. Where schemes may come forward, either directly as a result of the development and associated funding, or may form part of the higher level programme such as those described above in the WYPTF programme (i.e. Armley Gyratory, Dawson's Corner etc.).

3.39 Similarly there is ongoing development in relation to the future in terms of public transport ticketing integration which is being led by Transport for the North and the development of passenger and driver information where a significant part of the development is taking place nationally and with private sector innovation in the use of "apps".

3.40 Mass transit is not identified here because at the present time this is being reviewed as part of the wider connectivity review being undertaken for West Yorkshire in line with the transport strategy and the growth strategy now being developed to support the HS2 project and a single integrated station for Leeds. This work will include a focus on Leeds and addressing the question of the future provision of mass transit in the city, recognising that the extensive and growing rail service and network already plays a major role in this respect.

4 Corporate Considerations

4.1 Consultation and Engagement

4. 1.1 Significant consultation and engagement is underway across the range of transport programmes and policies described within this report which is underpinned by the data and intelligence available to understand and plan future transport investments and the operation of the networks. This will continue as part of the Leeds Transport Conversation at the local level and as part of the wider dialogues for the region and the North. A number of the programmes and schemes identified here are at or approaching the detailed engagement and consultation stages and this will draw on previous learning and experience including that identified in the course "Transport for Leeds, Supertram, NGT and Beyond Inquiry and the input of the Expert Panel which is providing advice on the LPTIP and future strategy.

4.2 Equality and Diversity / Cohesion and Integration

4. 2.1 Congestion and lengthy journey times have an impact across communities and businesses. Delays for general traffic tends to increase journey times for bus users, while encouraging the use of unsuitable minor roads for rat-

running to avoid delays on the main roads. This can impact upon air quality and safety as well as making it harder to cross the road. This can have a disproportionate effect upon more disadvantaged communities within the city where car ownership is lower and delays to buses can make access to employment opportunities more challenging.

4.3 **Council policies and the Best Council Plan**

4. 3.1 This report has set out the challenges facing the city and transport providers in terms of congestion on the road network. The investments set out in the in this report and those of transport operators will contribute towards achieving a range of Best Council Plan priorities and Council plans and policies not only those for "Transport and Infrastructure" but also those for Tackling Poverty and Reducing Inequalities for Strong Economy Compassionate City. All of which require a sound balanced strategy and plans which reflect the demands placed on transport for services and provision to meet these varied needs whilst also respecting communities, the environment, health and wellbeing.

4.4 **Resources and value for money**

4. 4.1 Not applicable.

4.5 **Legal Implications, Access to Information and Call In**

4. 5.1 There are no legal implications. The report is not eligible for Call-In.

4.6 **Risk Management**

4. 6.1 Not applicable.

5 Conclusions

5.1 On a national and local level, Leeds has less congested roads than comparable cities, however, as the economy recovers from the economic downturn traffic levels have started to rise again resulting in increased levels of congestion.

5.2 Across the whole urban main road network (excluding the M621) congestion adds 79% to journey times on inbound radial routes (0800-0900) and 74% to outbound radials (1700-1800).

5.3 Average morning peak hour speeds (again excluding the M621) in 2015-16 were at 17.4 mph, around 7% lower than in 2007-08, while those in the evening peak hour had fallen by 15%, to 16.8 mph.

5.4 Traffic growth over the same period has been much less significant, however, under congested conditions, where the network is at or close to capacity, only relatively small changes in traffic levels can generate significant changes in delays.

5.5 In terms of the transport strategy the report has identified an extensive portfolio of projects for investment in the physical highway infrastructure and operational systems which sits alongside a similar scale of investment by

the public transport operators in their services and infrastructure over the next few years into the early 2020s.

5.6 These investments will underpin the basis for a balanced Leeds Transport Strategy which recognises the importance of addressing congestion and transport system efficiency by providing more and better choices for journeys in the knowledge that tackling road congestion is multi-faceted problem of managing demand alongside targeted investment to manage the network through new construction and services.

6 Recommendations

6.1 Scrutiny Board members are requested to note and comment on this report.

7 Background documents[2]

7.1 There are no specific background document relating to this report.

[2] The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.