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## Report of the Director of City Development

### Development Plan Panel

Date: 14 July 2009

Subject: Aire Valley Leeds Area Action Plan – Transport Strategy Progress Report

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Electoral Wards Affected: All

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

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## EXECUTIVE SUMMARY

An Area Action Plan (AAP) is being prepared for Aire Valley Leeds. The purpose is to provide a land use and spatial planning framework within a 'key area of change' within the city. The report outlines progress on the development of a transport strategy for Aire Valley Leeds with particular reference to public transport.

### 1.0 Purpose of This Report

1.1 The purpose of this report is to provide a further update on progress of the transport workstream of the AAP.

### 2.0 Background Information

2.1 Members requested an update on the Transport Strategy at the Development Plan Panel meeting of 9th June 2009.

### 3.0 Recent Progress

3.1 Preparation of the Aire Valley Leeds (AVL) Area Action Plan has been underway since 2005 and moved to "Preferred Options" stage in October 2007. In taking forward specific policies and proposals, the LDF process requires a robust evidence base to demonstrate that schemes within it are capable of delivery.

3.2 A vital element within this evidence base is demonstrating that the AVL AAP can be delivered in terms of transportation and that the local constraints in terms of the

strategic highway network, connecting communities and accessibility to employment, services and recreation can be overcome.

- 3.3 A Transport Assessment of the AAP proposals is being prepared as part of this evidence base and will set out the Transport Strategy for Aire Valley Leeds.
- 3.4 The aim of the transport strategy is to make best use of the transport network, introduce a step change in the provision and quality of public transport, and to maximise development potential within AVL.
- 3.5 At present the Highways Agency has set limits on the amount of development based on the highway network capacity available. By introducing infrastructure and measures that deliver a higher proportion of trips by public transport, walking and cycling more development can be delivered within the same highway network capacity constraints.
- 3.6 From previous studies, extensive consultation and model development a Transport strategy has been developed which includes the following measures. These measures are shown on Plan 1 (to be tabled at the meeting).

#### Building the infrastructure required.

- 3.7 The East Leeds link road (ELLR) opened early 2009 and provides a key highway link through the area. It will act as a catalyst for development on adjacent sites and provide a route for future public transport services.
- 3.8 A proposed new river crossing at Skelton Grange in close proximity to the existing private bridge will allow access in a north south direction to development sites and provides a crucial non-motorway link across the river in the east of the area. Again this bridge and link will provide a route for public transport and would allow a NGT route to be implemented which would link Stourton North with the proposed town centre in Character Area 11.
- 3.9 The proposed highways grid within development areas will not only provide for access to sites but will also allow public transport penetration into and through development areas. The existing consents on many of the major sites require the implementation of most of the strategic link roads and bus gates that are necessary to facilitate the above highways grid.
- 3.10 Leeds City Council and Metro are working in partnership to develop a high quality public transport system for Leeds known as New Generation Transport (NGT). This NGT system is aimed at supporting the ongoing growth of the Leeds economy and at helping to address existing congestion problems. The South Leeds route: through Hunslet to a Park and Ride site at Stourton, at junction 7 of the M621 is being progressed as a DfT Major Scheme and will serve the Aire Valley areas to the south of the river. A second and supplementary route is proposed within the AVLAAP to link the city centre with a park and ride J45 of the M1.
- 3.11 Public transport interchanges are proposed at key local centres. These interchanges will enable public transport users to transfer between bus routes and are likely to include high quality shelters and provision of real time information.

- 3.12 A network of walk and cycle routes are proposed from neighbouring communities, from the city centre, through the area and with a leisure focus on the river / canal corridor.

#### Delivery and promotion of sustainable travel

- 3.13 This will include a comprehensive public transport network serving the area and the up front subsidy of bus services to ensure public transport options are available as developments open.
- 3.14 An area wide travel plan will ensure modal targets are enforced through the planning system and the provision of a dedicated travel plan co-ordinator.
- 3.15 A major emphasis will be placed on car sharing in travel plans including incentives such as car parking being reserved for car sharers and high occupancy vehicle lanes on ELLR.
- 3.16 Travel card discounts and other promotions will also be advocated.

#### Management and Enforcement

- 3.17 Maximum car parking standards will be set at a level to support the overall strategy and effective enforcement of travel plans will be required.

#### Secondary Effects of Strategy Interventions

- 3.18 By improving the public transport provision in the area which is currently poor there will be a mode shift from car based trips to public transport from existing businesses and a corresponding easing of pressure on the highway network. The highway capacity created can then be used to allow additional development to proceed. This contributes to the aims of the strategy to make best use of the existing transport network and maximise development in a sustainable manner.
- 3.19 The introduction of housing in the area helps to balance the “tidal flows” and reduces the effect on stress points on the highway network in the peak periods. Housing also creates more off peak trips to support the provision of public transport services which require all day flows to be commercially viable.

#### Delivery

- 3.20 The viability of the infrastructure and scenarios will be tested using the AVL economic model. It is likely that the transport infrastructure investment will be funded through a mixture of developer contributions to specific items, S106 public transport contributions and public sector funding.

### **4.0 Next Steps**

- 4.1 Further work is required in conjunction with Metro to define the detail of bus routes/NGT to best serve the existing and future developments and to effectively link these employment opportunities to the residents of the adjacent communities, the City centre and other important locations.

4.2 Once the transport assessment is complete, the Highways Agency will be consulted and their modeling software will be used to test the impact of the proposals on the strategic highway network.

## **5.0 Legal and resource implications**

5.1 None.

## **6.0 Implications for council policy and governance**

6.1 None

## **7.0 Conclusions**

7.1 This report has provided an update on recent progress on the preparation of the Transport Strategy in support of AVLAAP, and outlines the next steps.

## **8.0 Recommendations**

8.1 The Development Plan Panel is asked to note the progress and next steps in relation to the preparation of the Transport Strategy in support of Aire Valley Leeds Area Action Plan.

## **Background Papers**

Aire Valley Leeds Progress Report – Development Plan Panel - 9<sup>th</sup> June 2009  
Aire Valley Leeds Preferred Options – October 2007