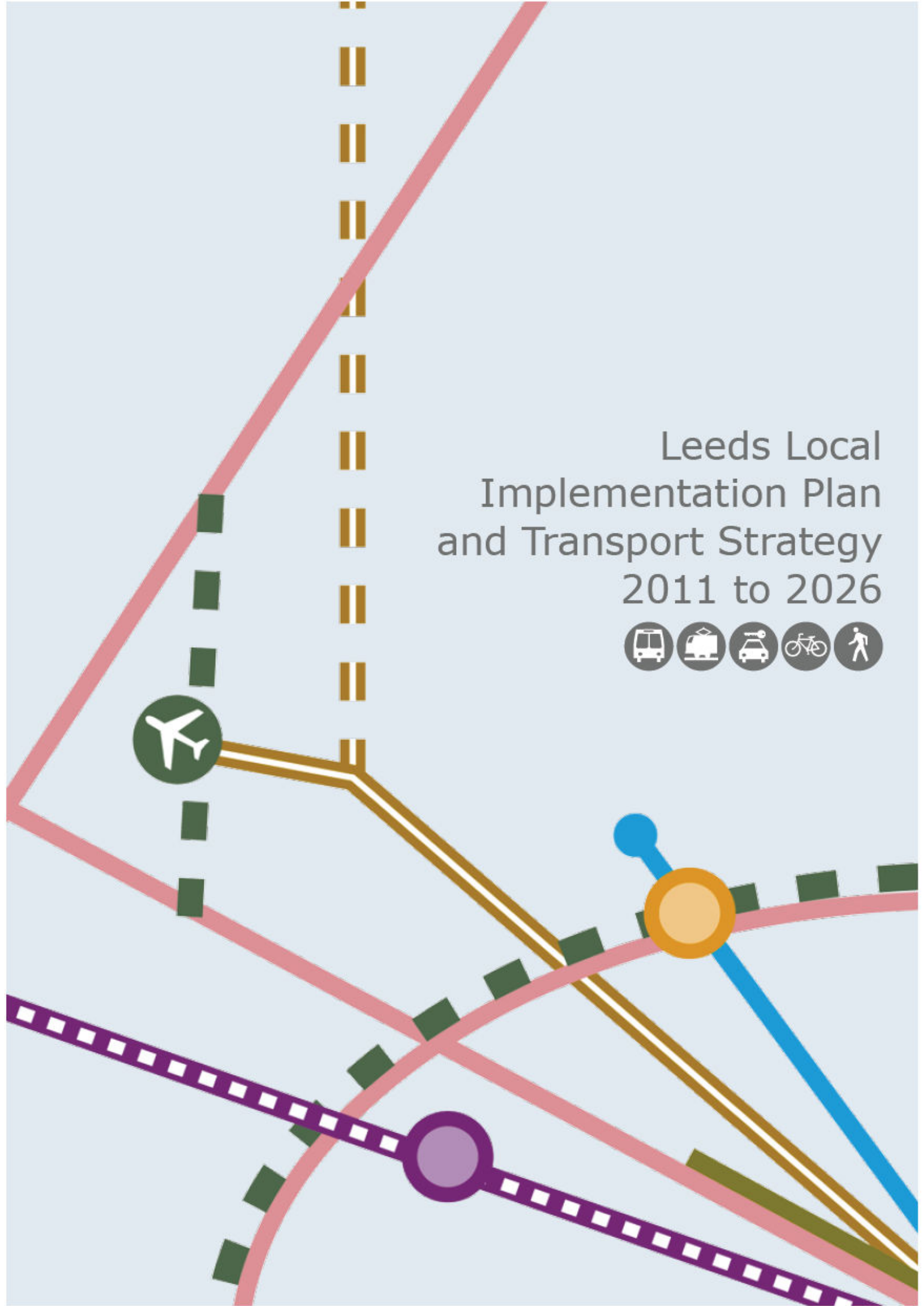


Leeds Local
Implementation Plan
and Transport Strategy
2011 to 2026



Leeds Local Implementation Plan and Transport Strategy

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1. Introduction from Leader of the Council

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2. Background

Local transport authorities in England (outside London) are required to produce and maintain a Local Transport Plan (LTP), to set out the authority's strategy, implementation plan and targets for improving transport in their community. The LTP also sets out how the local transport system (including road, bus, rail, freight, walking and cycling networks) will be maintained, operated and improved over a period of time.

The West Yorkshire Integrated Transport Authority (WYITA) is the Local Transport Authority for the West Yorkshire area, comprising the five district local highway and traffic authorities of Bradford, Calderdale, Kirklees, Leeds and Wakefield, and under the provisions of the Local Transport Act in 2008 WYITA has the statutory responsibility for the Local Transport Plan. A new LTP for West Yorkshire '*MyJourney West Yorkshire – Local Transport Plan 2011-2026*' has been prepared for the WYITA by Metro (West Yorkshire Passenger Transport Executive) working in partnership with the five district councils. This 15 year plan, which was adopted in April 2011, replaces the previous Local Transport Plan (LTP2) which covered the five year period 2006-2011. The plan includes a detailed 3-year *Implementation Plan* which sets out the transport policy and programmes in West Yorkshire for the period 2011-14. The overarching objectives of the LTP3 focus on economic growth, carbon reduction and improved quality of life.

MyJourney West Yorkshire complements and supports the Leeds City Region (LCR) Transport Strategy which sets out a framework for 20-25 years to improve transport across the wider city region. The five priority themes developed for the LCR transport strategy are to reduce carbon emissions and improve energy resilience, strengthen the contribution of the bus, improve strategic connectivity to tackle congestion, develop a strategic framework for demand management and more effective integration of land use policy and transport action.

Prepared to complement overall strategy and plan for West Yorkshire set out in the LTP, this Leeds Local Implementation Plan and Transport Strategy sets out in greater detail the planned investments in transport at the local level over the next three years. Recognising the need to also give greater clarity to transport planning for Leeds, the document also elaborates on the detail of future transport strategy, aspirations and programme of schemes for Leeds and shows how these support the aims and objectives of the overarching LTP document.

In addition to funding through the Local Transport Plan process and its own resources, Leeds City Council is exploring opportunities to secure further funding, to help deliver and support the Local Transport Plan aims and objectives. The DfT has recently approved a bid for £4.1million from the Local Sustainable Transport Fund (LSTF), submitted by Metro on behalf of the WYLTP partnership. This key component bid will:

- enable further support for the WY Travel Plan Network which provides support to employers in West Yorkshire to encourage greater use of car sharing, active modes (cycling and walking) and public transport;
- will support the Travel to Work project which provides travel assistance to job seekers; and
- will help to create new walking and cycling routes across the county.

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3. Vision Statement

Leeds Transport Vision 2026

Working together to create a high quality, accessible, reliable, affordable and safe transport system to support healthy and successful communities, and to strengthen the development of a prosperous and sustainable economy.

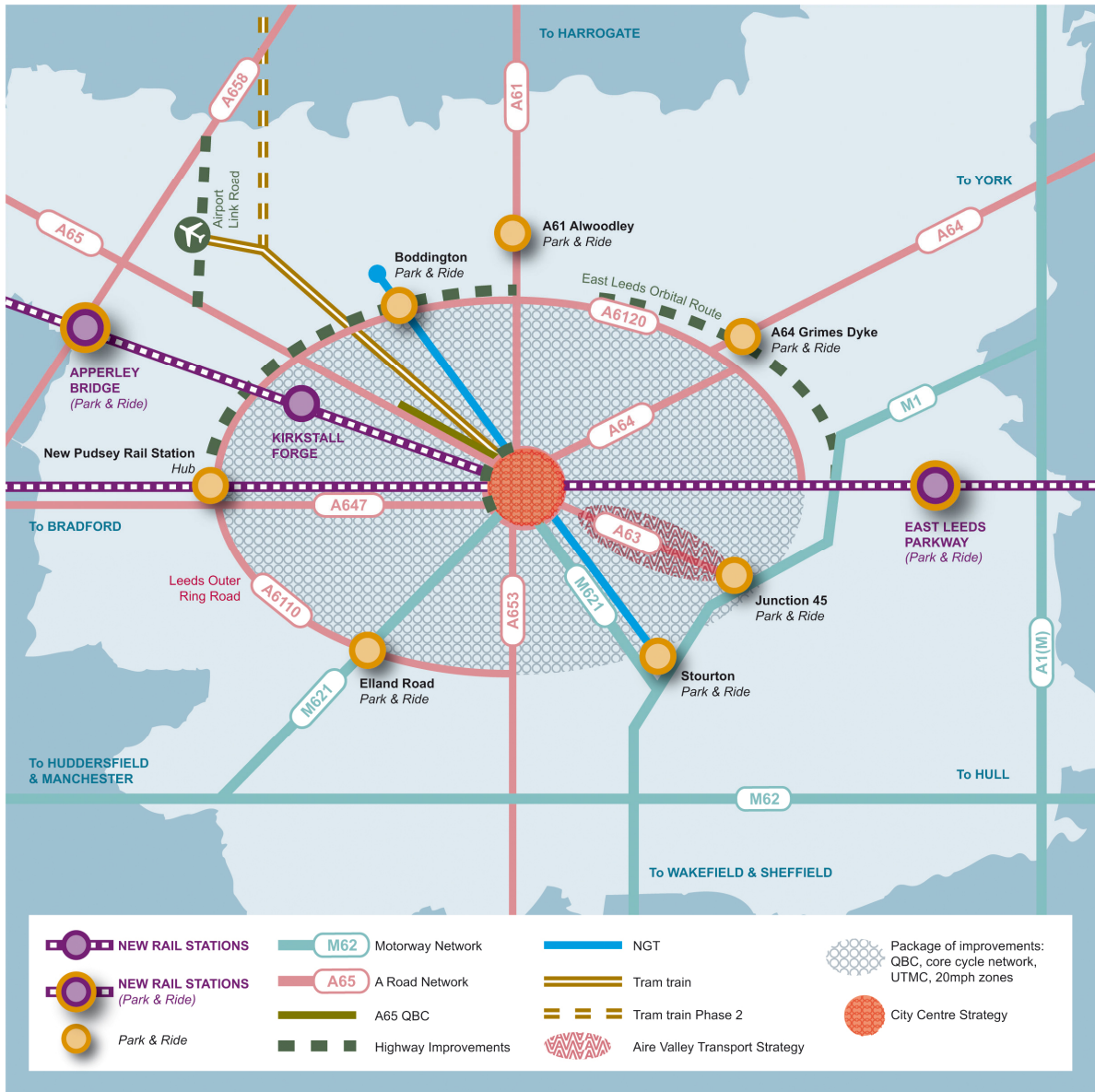
The population of Leeds is forecast to grow significantly over the next 15 years, creating significant challenges for the provision of transport in the city. Having weathered the current recession, there will be a return to high levels of growth in employment, with many more jobs being created in the city centre and the Aire Valley. The completion of the Leeds Arena and the Trinity Leeds and Eastgate Harewood Quarter retail developments will attract many more people to the city centre, not just from Leeds but from all over the north of England.

Our shared vision, reflecting that of the LTP, is that by 2026 investment by Leeds City Council, Metro and partners will have transformed transport provision within Leeds, enabling the growing population to travel more easily to more destinations by public transport, walking and cycling; helping to limit the growth in congestion and cutting carbon emissions and air pollution. The roads will be safer, with fewer people being injured, and higher levels of walking and cycling will have resulted in a healthier population. A range of transport interventions planned over the next 15 years will help us secure this goal. An overview of these proposals is included in Figure 1.

A ring of park and ride sites, located around the outer ring road, is planned to enable people to travel swiftly to the city centre by dedicated bus or NGT (trolley bus); additional rail carriages will have relieved overcrowding on the trains, and new stations with car parking will have increased the availability of rail travel to more people.

The introduction of smart card technology across West Yorkshire will be rolled out to remove the need for the cash purchases of tickets, speeding up bus journeys, and enabling a range of promotions and regular traveller offers that help to reduce the cost of travel by public transport. These will allow multi-modal journeys to be made more easily across Leeds and beyond, without the need to buy several tickets, so that journeys can be made by a mixture of rail, bus or NGT. For those journeys where car use is unavoidable, smartcards will also be available to pay for parking.

Figure 1 Overview of Transport Interventions for Leeds 2011 to 2026



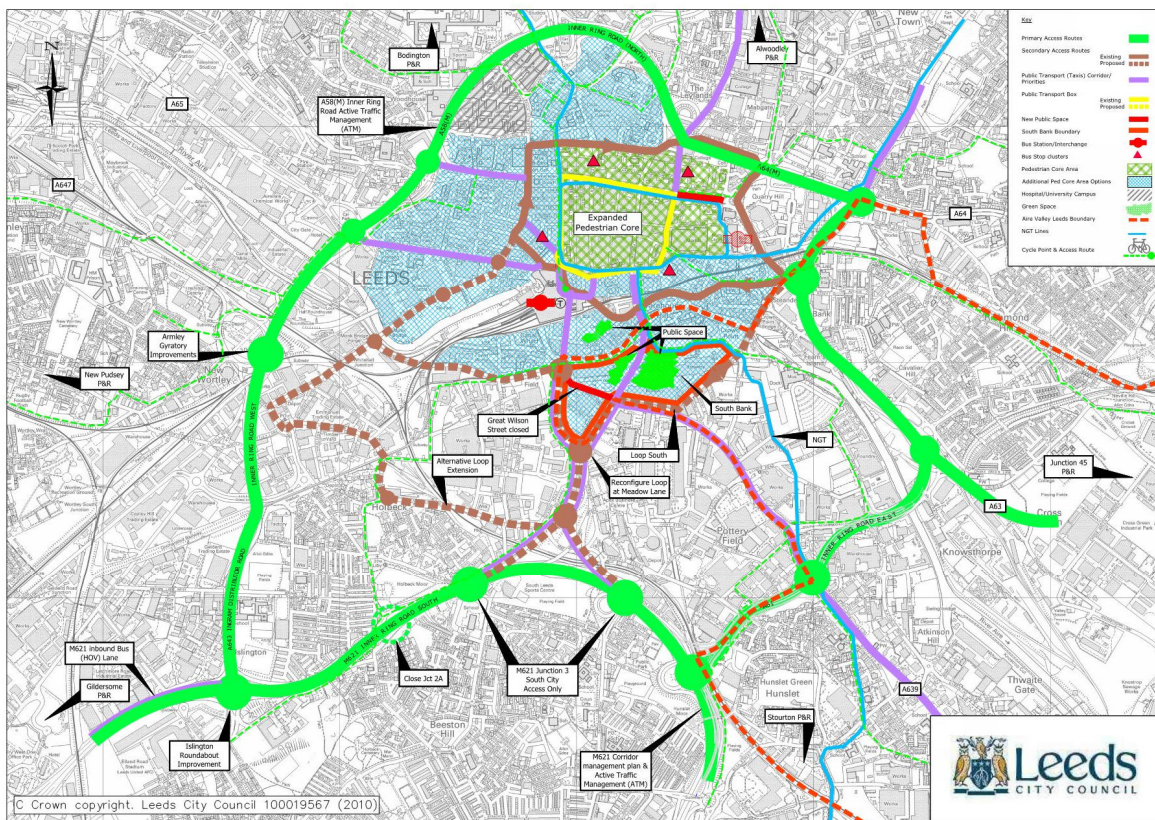
A new approach to the management and delivery of bus services will create a more stable bus network, with fewer service alterations, and less duplication of routes; additional bus priority measures will reduce journey time variability, and further expansion of the real time information system will provide more travellers with the information they need to reliably plan their journeys. A series of public transport hubs will make interchange between modes and routes much easier.

A core cycle network will encourage more people to cycle around the main urban areas and access the countryside on routes that take them away from busy roads, providing a convenient way to make short journeys and help people stay healthier.

Improvements to the outer and inner ring roads will have provided increased highway capacity for orbital journeys, helping to reduce traffic levels within the city, and enabling motorists to avoid the more congested parts of the network. Major maintenance works on the inner road will have prolonged its life and maintained this vital element of the road network.

A new strategy for the city centre will contribute to a significant improvement to the urban realm and quality of life which is less traffic dominated. Figure 2 provides an overview of the proposals for the City Centre 2011-26.

Figure 2 Overview of Transport Interventions for Leeds City Centre 2011-26



Central to this will be a traffic plan which makes better use of the inner ring road and a revised traffic circulation system to remove through traffic from the core of the city. This will enable more streets to be pedestrianised, and will prioritise the needs of pedestrians to create a clean, pleasant urban space unaffected by traffic and poor air quality, making the city centre a more attractive place for workers and visitors alike. Many streets still required for traffic circulation will have been redesigned to create more priority for pedestrians and public transport and to reduce the dominance of traffic. City Square will have been

pedestrianised, creating a new focal point for relaxation and events, which will be connected seamlessly to the rail station which will be the key transport interchange and hub for the city region with fully integrated facilities for buses and taxis. New Station Street will be transformed into a pedestrian priority route for access to the retail core of the city from the station.

For people travelling further afield, surface access to Leeds Bradford International Airport will have been transformed with the provision of a new direct road link from the A65 to the airport, and the provision of a tram train connection from the Harrogate rail line will deliver a fast route to the city centre. The proposals for a high speed rail link to Birmingham and London will have been confirmed and the first phase will be approaching completion. Construction of the route to Leeds will be about to start and improved local interchange to High Speed Rail and the works to accommodate a station in Leeds will be in the process of implementation.

This vision statement is wholly consistent with the LTP3 MyJourney Vision and supports the objectives of the Leeds Vision 2030 which include creating a city where people choose sustainable travel options, and where people can travel on good quality, reliable public transport and have access to walking and cycling routes.

4. Leeds District: Local Context

INTRODUCTION

With a population of almost 800,000 people, Leeds is the second largest metropolitan authority in the country, the largest authority in West Yorkshire and the largest of the eleven authorities which make up the Leeds City Region (LCR). It is a diverse and varied place, including a vibrant city centre with built-up areas surrounding it, some more rural areas, and several towns and villages. Two-thirds of the district is green belt and is in easy reach of two national parks.

POPULATION

Leeds currently has a population of 798,800, and this is forecast to grow for at least the next twenty years following a period of relative stability. Specific population forecasts vary, but the population of Leeds is anticipated to reach between 850,000 and 950,000 by 2026.

In general, people are living longer and Leeds now has almost as many people aged 60 years and over as under 16 years. There is a higher proportion of young people than the national average, including a large student population. Leeds is also a city with many cultures, languages, races and faiths and 12% of the population in Leeds is made up of people from black and ethnic-minority communities.

The forecast growth in Leeds' population will include greater numbers of children and young people, more people aged 75 years and over, and more people from black, ethnic-minority and mixed race backgrounds. Like other successful large cities, it is also likely that Leeds will attract a larger number of people from elsewhere in the United Kingdom and the European Union. It is imperative that plans are made now to ensure the city can effectively manage and embrace these forecasted population changes.

ECONOMY

Leeds is the largest and most significant economic centre in the LCR. It is home to one of the largest financial centres outside London, as well as being a major legal and business centre and the chosen location for a number of head offices. There remains significant potential for further growth.

Leeds has the largest number and greatest diversity of shops in Yorkshire and its universities attract students from around the world. Leeds is home to regionally important medical centres such as those at St James's and the Leeds General Infirmary, and at the heart of the

metropolitan district is Leeds city centre, the largest and most important employment location in Yorkshire. These features mean that the City of Leeds contributes more to the LCR economy than any other centre, and its contribution is greater than its size would suggest.

Leeds is the largest centre of employment in the LCR and is currently home to 422,400 jobs. The City currently supports more jobs than can be filled by its population, creating a situation where a greater number of people commute into the City than commute out. Around 80% of all jobs in the Metropolitan District are located within the Leeds outer ring road, and of these, just under half are located in the City Centre and University precinct. St James's Hospital, town centres such as Headingley and sites around the outer ring road are also centres of high employment, and journeys to and from these locations are also affected by congestion.

The Leeds City Region has a £51billion economy that contributes 5% of the total UK economy. The LCR has a population of 3 million and is home to over 100,000 businesses. The scope of the LCR is to work with businesses and partners, in areas such as transport, skills, housing, spatial planning and innovation, towards a common prosperous and sustainable city region. The Government has recently put in place a new sub-regional policy-making framework in England in the form of Local Enterprise Partnerships (LEPs). A LEP for LCR has been established and is working with the LCR authorities to develop its strategic role in progressing strategy, funding, investment, planning and commissioning to support the economic development and regeneration of the city region.

In spite of the current economic downturn, the Leeds economy is still forecast to grow over the next decade. Throughout previous downturns the Leeds economy has remained resilient, partly due to its strength and breadth across a diverse range of sectors. Important employment sectors today include financial and business services, retail, media and communications, health, education and other public sector activities. These sectors are forecast to continue to be key contributors to future employment. Economic growth and supporting growth in a diverse range of sectors is central to the City's growth strategy. Current forecasts show the number of jobs increasing to 440,000 by 2016. Whilst job growth is positive for the city and region as a whole, appropriate measures will need to be taken to ensure that local people are able to access local employment opportunities and that transport and related infrastructure is sufficient to support such growth.

Transport improvements will be needed to help Leeds emerge from the current recession and prosper from the future economic upturn. These improvements to our transport system

will be essential to a stronger and more resilient and economically competitive future for the city.

PLANNING AND DEVELOPMENT

Much of the planning policy for Leeds is set out in the emerging Local Development Framework (LDF). The Core Strategy is the principal document in the LDF, and will set out the Council's vision for the future development of Leeds to 2026.

A co-ordinated and comprehensive relationship between development and transport is crucial to facilitate sustainable communities and ensure Leeds' continued economic success. The emerging strategy identifies 4 key transport issues in Leeds which present a challenge to accommodation sustainable growth; getting people to work, connecting people to important facilities, congestion on the transport network and traffic in the city centre and local communities. A series of objectives are put forward to address these issues including the delivery of new transport infrastructure to serve the needs of the growing city, ensure development occurs in locations which are accessible by sustainable means of transport, utilise a variety of planning tools including parking controls, and promote the use of water and rail based freight distribution at appropriate development sites.

Over the past ten years, there has been significant regeneration and development within both Leeds City Centre and at other key locations within West Yorkshire and the wider city region. The speed of development has slowed in more recent years as a consequence of the economic downturn, though the following major development sites are identified as part of the emerging Local Development Framework (LDF):

- South Bank and Aire Valley Leeds: The area has been identified as an Urban Eco Settlement and will form the subject of an Area Action Plan within the LDF. The sustainable regeneration of this area will provide up to a million square metres of new employment floor space, creating up to 40,000 new jobs, and providing up to 12,000 new homes. The Local Enterprise Partnership has recently identified Aire Valley Leeds as its preferred location for the LCR Enterprise Zone. Designated Local Enterprise Zones are intended to stimulate areas of the country through tax breaks and reduced planning restrictions.
- Leeds City Council, as part of a joint venture partnership, is promoting a housing-led regeneration in the East And South East Leeds (EASEL) area and in South Leeds.
- Development in West Leeds and Leeds City Centre have also been identified with the City Centre development focussed around regenerating existing office and industrial

space to provide new retail, offices and housing. The Leeds Arena is anticipated to open early in 2013 and the Leeds Trinity shopping centre is also due to open in 2013.

- Kirkstall Forge: the proposals here include regeneration of the former industrial site which will include offices, retail units, bars and restaurants together with almost 1,400 residential units accommodating around 3,000 people. There are proposals for a new rail station at Kirkstall Forge to support this development, which will be partly funded by a significant private sector contribution from developer Commercial Estate Group (CEG).
- East Leeds Extension: a strategic, large, urban extension to the East of Leeds, providing approximately 5000 new houses on Greenfield land. This is identified in the Unitary Development Plan (UDP) as a Phase 3 housing area.

It is clear that the position of Leeds as a regional shopping centre, key employment provider for the Leeds City Region area and regional transport interchange will increase local and regional travel demand. Provision and maintenance of an efficient and effective transport system is critical to provide for this demand and deliver additional growth.

COMMUNITIES

While Leeds has the strongest economy of the City Region, we need to make sure that Leeds' future prosperity is shared amongst all its residents. Better transport and especially public transport contributes to this by improving accessibility, supporting efforts to tackle deprivation and as an integral part of development and regeneration initiatives that address issues of social exclusion.

Five wards in Leeds have more than half their Standard Output Areas (SOAs) in the 10% most deprived SOAs nationally (Burmantofts & Richmond Hill, City and Hunslet, Gipton and Harehills, Killingbeck and Seacroft and Middleton Park). Clustered around the city centre are communities characterised by comparatively high levels of deprivation, low car ownership and high public transport dependency. The negative impacts of transport such as road accidents, pollution and severance, tend to disproportionately affect more deprived areas. Addressing how transport can help meet the travel needs of these areas must be a key focus of policies to support and shape the City's future growth and connectivity. Over recent years public transport fares have increased faster than motoring costs, so public transport has become relatively more expensive. This disproportionately affects areas that experience deprivation, as well as making the car relatively more attractive for people who do have the choice of how they travel.

The regeneration schemes in Leeds provide the opportunity to address deprivation by ensuring that investment, infrastructure provision and environmental improvements are targeted towards these areas. Transport infrastructure is an integral part of regeneration schemes to ensure that people are able to access employment, services and facilities.

TRANSPORT ISSUES

Travel Patterns

Leeds has experienced considerable change over the last decade with significant investment in the city. There has been an increase in population, in employment, in city living and in the number of visitors to the city for shopping or leisure purposes. These changes have increased the demands on the transport system creating severe pressure on certain parts of the highway and public transport networks, particularly in the peak periods.

This is not a recent issue; since the early 1970’s there has been a significant increase in the number of people commuting into Leeds from within West Yorkshire and, to a greater extent, from outside the West Yorkshire boundary (Figure 3). Outbound commuting, from Leeds to other West Yorkshire districts and beyond the West Yorkshire boundary, has also increased but to a lesser extent. Furthermore, the distance people travel to work is increasing – between 1991 and 2001 the average person working in Leeds travelled 23% further, and the total distance travelled by people working in Leeds increased by 45% (reflecting longer travel distances and increased levels of employment) (Figure 4).

Figure 3: Changes in Cross Boundary Commuting 1971-2001

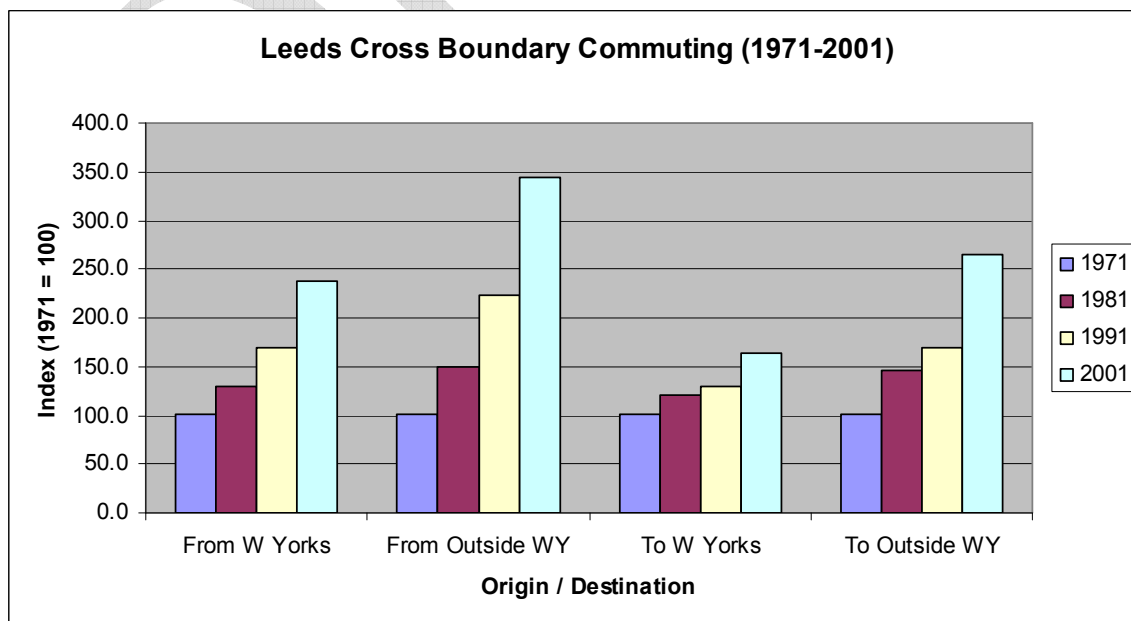
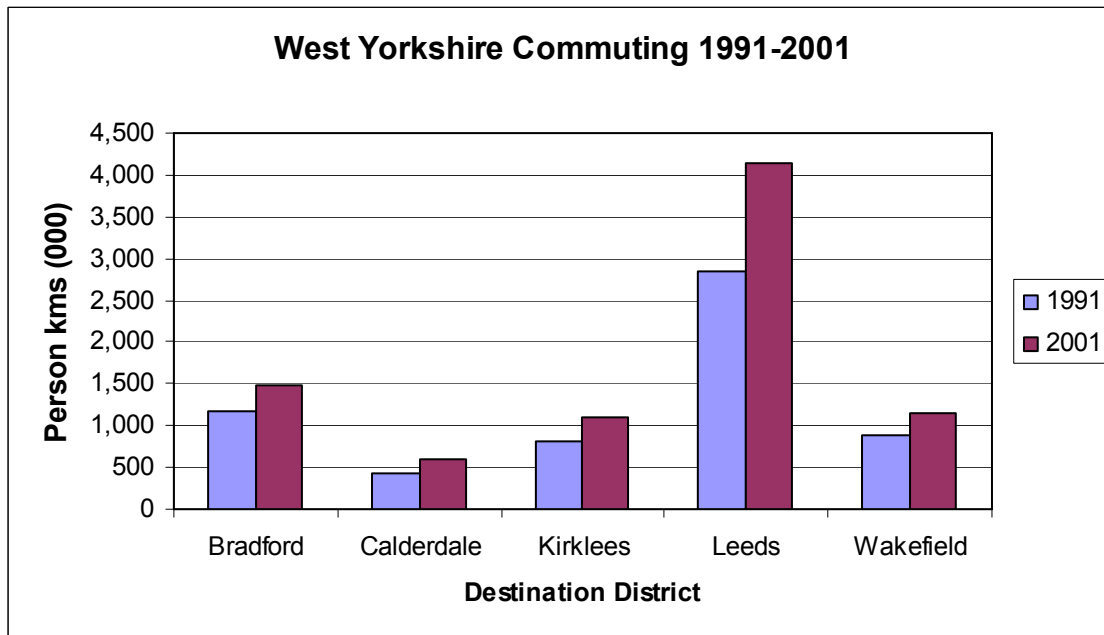


Figure 4 Changes in Person Kilometres across West Yorkshire 1991-2001



In recent years there has been continued growth in commuting to Leeds city centre though overall, there has been no growth in morning peak hour traffic since 1990 as evidenced in Figure 5 below. This has partly been facilitated by peak spreading (as people are travelling earlier or later), city centre living, flexible working and by increased public transport patronage.

Figure 5: Leeds Inbound Peak Spreading

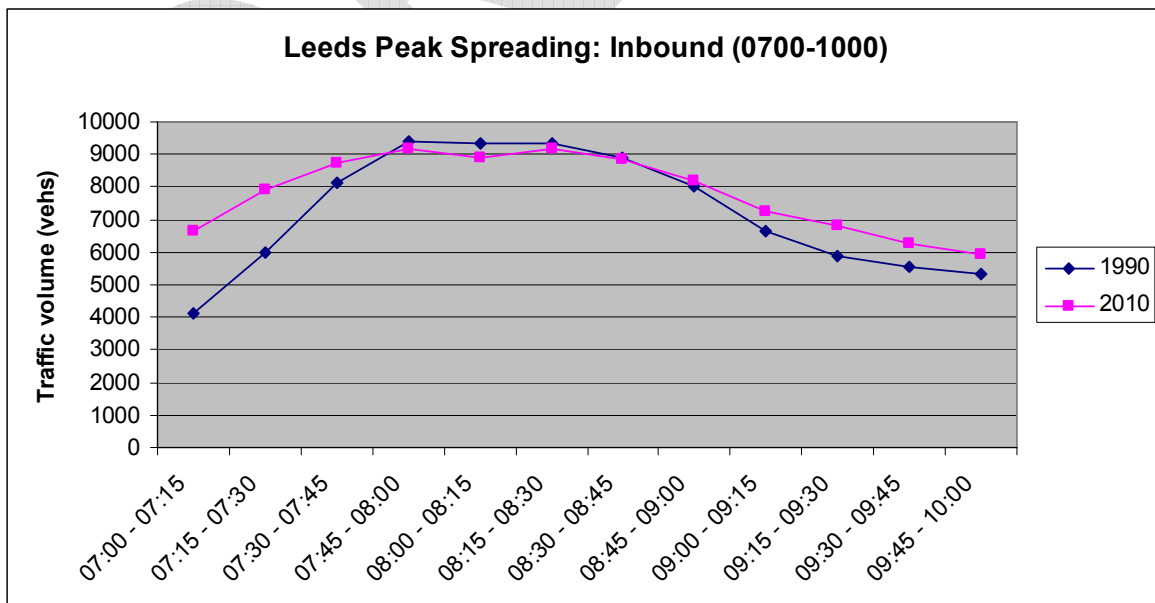
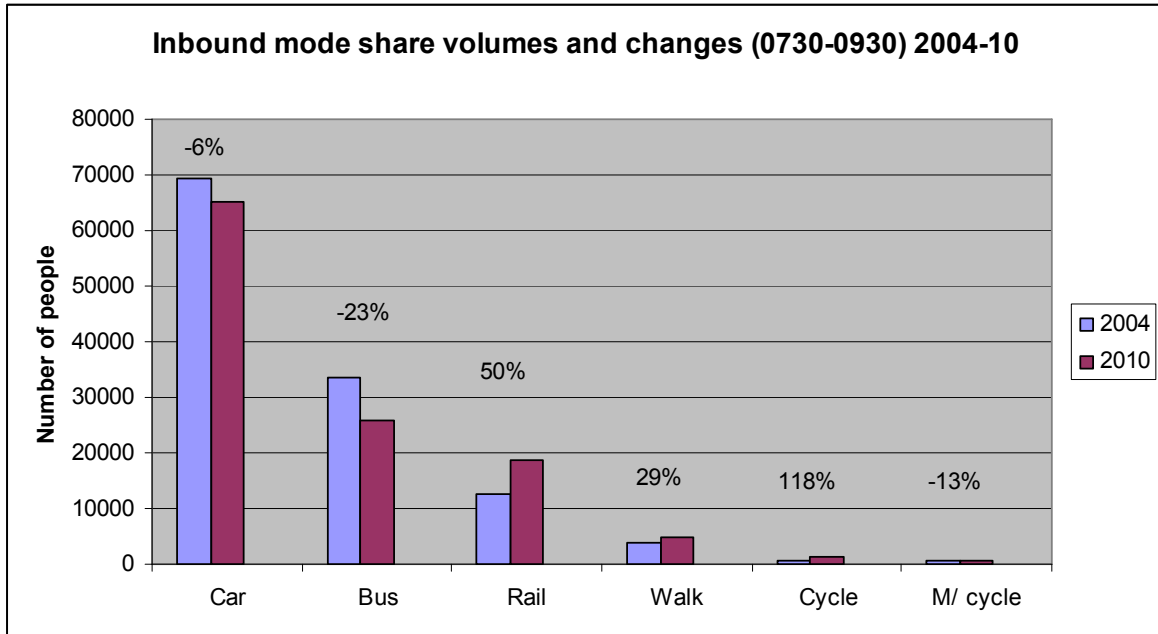


Figure 6 displays the recent trends in mode share for the morning peak period. This shows significant increases in rail and cycling in recent years, together with a marked fall in bus patronage.

Figure 6: Inbound mode share 2004-10



Around a third of commuting trips to Leeds city centre are from within the outer ring road and two thirds are from further afield. For commuting trips within the outer ring road, bus caters for more trips to Leeds city centre than any other mode. From outside the outer ring road over a third of trips to Leeds city centre use rail. Almost half of all journeys to work in the city centre are by car.

In the morning and evening peak periods, the main routes to, from and around Leeds city centre are congested. The road network in Leeds is currently operating at or close to its practical capacity, many peak hour trains are overcrowded and congestion on the roads causes the city's bus network to run inefficiently. Congestion generates economic costs for private traffic, goods vehicles and buses, and has negative impacts on the environment and quality of life. Traffic congestion will exacerbate emissions of air pollutants, greenhouse gases and noise, which can cause poor air quality, contribute towards climate change and affect local noise climate. Congestion results in extended journey times and makes regular journeys unpredictable. This can, furthermore, create inefficiency in the bus network, contributing to the bunching of services. On the busiest corridors this means that capacity is not used effectively, with some buses being very crowded whilst others have spare seats.

Road Safety

There has been a gradual reduction in road casualties in Leeds and in West Yorkshire over the last decade. In 2010, 2764 road casualties in Leeds were reported to the police; the lowest ever recorded. This trend of casualty reduction is distributed across all road user groups. Between 2001 and 2010 there had been an upward trend in adult pedal cyclist casualties though this corresponds with the significant and continuing increase in the number of people cycling; this upward trend in adult cyclist casualties was halted in 2010.

The number of casualties killed or seriously injured (KSI) has fallen significantly over the last two years, and the target for 2010 has been achieved (Figure 7). The total number of children killed or seriously injured has reduced significantly over the last decade, though in recently years this trend has levelled off (Figure 8). The national target of a 50% reduction by 2010 has been achieved in 5 of the last 6 years.

Figure 7 Road Casualties Killed or Seriously Injured (KSI), National Indicator NI47

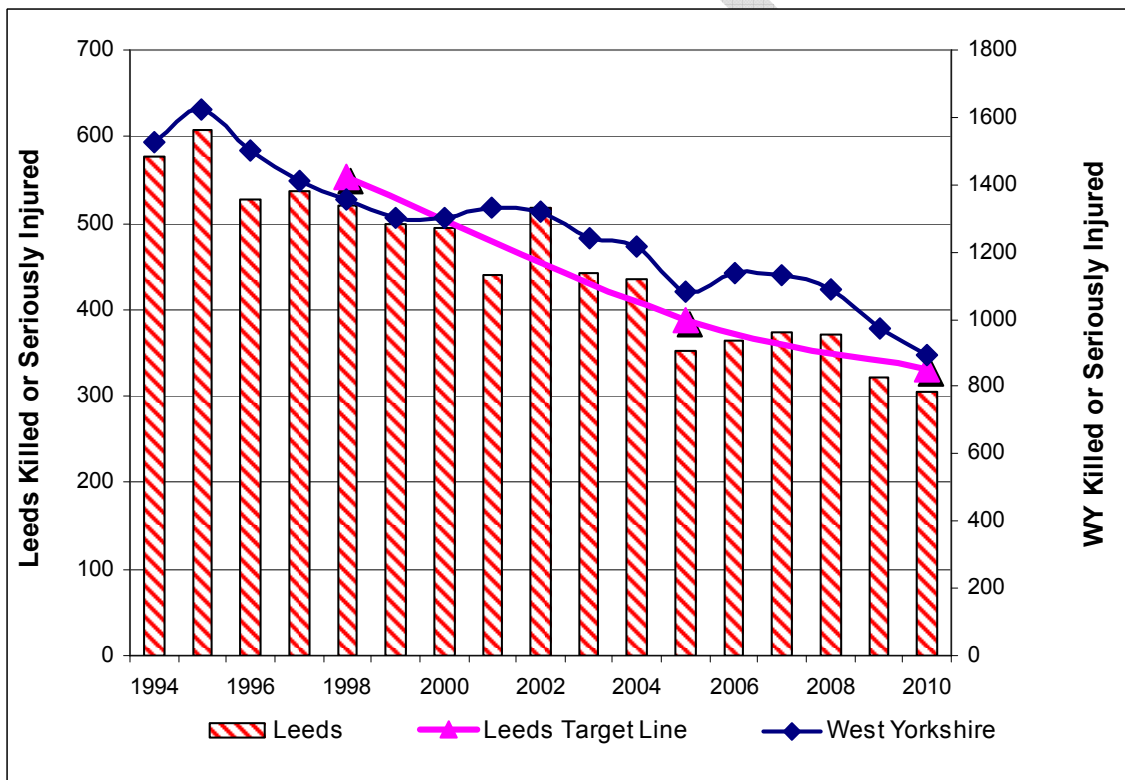
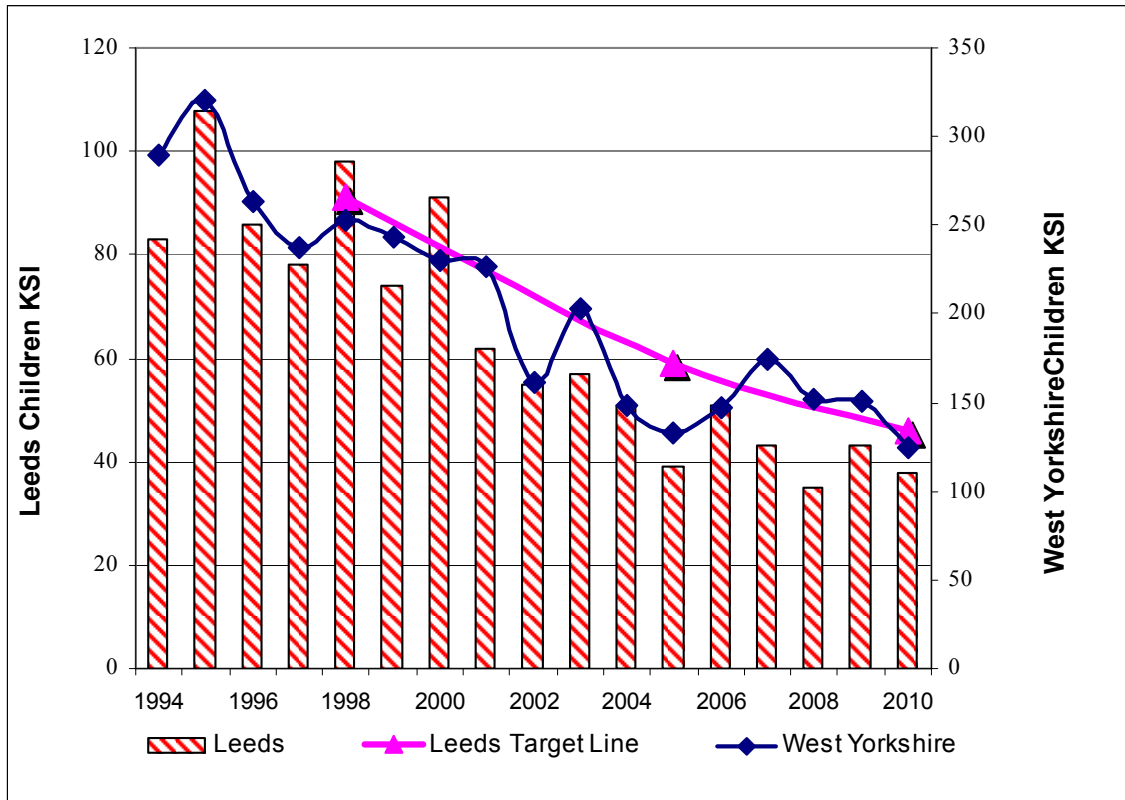


Figure 8 Children Killed or Seriously Injured (KSI), National Indicator NI48



Future Challenges

In recent times, the Leeds economy has been facing challenges presented by the crisis in the financial markets, which threatens the dominant Financial and Business Services sector, as well as the wider impacts of the downturn. Effective transport planning can be a key driver of economic recovery. A reliable and efficient transport system is vital to boost economic growth, attract new investment and create new jobs. Looking ahead it is anticipated that Leeds will continue to experience great change. It is anticipated that there will be more people and more homes, there will be new offices within the City Centre and elsewhere, and there are likely to be new shops and cultural facilities.

The challenging task in Leeds is to cater for the varied transport needs, address the increasing demand for transport and yet at the same time reduce the need to travel, in line with the principles of sustainable transport planning. Good transport links are central to supporting our economy and need to be continually improved to ensure they continue this role in the future. Leeds requires a transport system that facilitates this growth in a way that is environmentally sustainable. Furthermore, Leeds City Council has signed up to the target of a 40% reduction in carbon emissions by 2020; effective transport planning is required to help meet this target.

There is little road capacity for increased car commuting into the centre of Leeds, and limited spare capacity for rail commuting until extra rail capacity is provided on both the trains and at Leeds Rail Station. If the city is to grow as forecasts suggest is possible, ways need to be found of getting more people into the city centre without adding to traffic congestion or the capacity problems of the rail network. This may include making better use of the city's bus network, increasing rail capacity, providing park and ride sites, encouraging increased car occupancies and converting shorter distance car journeys to cycle and walking. Network management will also play a key role through the continued use of Urban Traffic Management and Control (UTMC) and through increased capacity on the city's ring roads to aid orbital journeys.

Transport is likely to be a high priority in the LEP's new business plan and this may provide the Leeds City Region with greater decision making powers, to develop innovative transport solutions as part of wider economic recovery plans.

5. Leeds Local Implementation Plan 2011-14

Background

Leeds City Council is responsible for developing and agreeing the 3-year implementation plan proposals for our District with Metro. A scheme identification and prioritisation process for the first three year Implementation Plan has been managed at the West Yorkshire level by Metro, in conjunction with district council partners, on the basis of the three Core Objectives for LTP3:-

- To improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region.
- To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon reduction plans.
- To enhance the quality of life of people living in, working in and visiting West Yorkshire.

The process for establishing the programme has entailed a joint review of the core priorities for delivering improvements to the transport system over the next three years involving all six LTP partners led by Metro. This has considered all priorities with an emphasis in the short term of managing and maintaining the transport network and systems. Key areas are:

- Maintaining road safety through local road safety schemes to target casualty reduction
- Investing in the bus network and priority measures to improve service reliability, punctuality and quality and complement the ongoing work of Metro to secure an improvement to bus services and the work of local bus partnerships
- Investment in local facilities to improve mobility
- Investment in congestion hot spots and strategic traffic management, for example urban traffic control
- Investment at a minimum to ensure strategies for the future are not prejudiced by present budget constraints
- Investment in active, healthy travel to support the Council and LTP goals for greater sustainability.

Delivery

The delivery of the implementation plan proposals will be through a combination of local authority, Metro, transport network and service operators and contractors. Details of the

schemes and initiatives within the Leeds Local Implementation Plan 2011-14 are described in the following section and listed in Appendix A. Table 1 below provides an overview of the anticipated capital funding available to deliver the local implementation plan proposals in the Leeds district. Indicative figures are included for 2012-13 and 2013-14.

Table 1: Leeds Local Implementation Plan Investment Programme *

Capital Programmes	Source	2011-12 (000's)	2012-13 ** (000's)	2013-14 ** (000's)	TOTAL** (000's)
Minor Scheme Programmes					
Highway Maintenance	LTP	6,937	5,202	4,894	17,033
	LCC	10,088	8,300	TBC	18,388
Highway Structures	LTP	3,854	2,500	2,500	8,854
Integrated Transport	LTP	4,801	3,307	3,968	12,076
Traffic Management	LCC	402	350	350	1,102
TOTAL		26,082	19,659	11,712	57,453
Major Schemes					
A65 Quality Bus Corridor	DfT/LC C	8,356	2,212	555	11,123
Inner Ring Road Stage 7	DfT/LC C	300	300	300	900
Inner Ring Road major maintenance	DfT/LC C	1,450	~4,970	~10,001	~16,421
TOTAL		10,106	7,482	10,856	28,444

* Includes all expenditure for which LCC is the project sponsor.

** Future years funding to be confirmed

~ Subject to outcome of major funding bid

Note: Funding figures are gross inclusive of third party contributions

The elements of the implementation plan have been broadly categorised according to the four strategic transport themes. These themes are identified in the West Yorkshire MyJourney Local Transport Plan Strategy 2011-26, and all influence travel across West Yorkshire:

- **Transport Assets:** A well-maintained and managed transport network forms the basis of good local transport provision;

- **Travel Choices:** Increasing the number of sustainable travel options available to the public within the District, through travel choice, underpins our transport strategy;
- **Connectivity:** Connecting communities with work places and amenities is an essential part of regenerating the District; and.
- **Enhancements:** Enhancing the transport network over the transport plan period will focus on making better use of new technology to improve the efficiency and safety of travel and to encourage economic growth in the District.

TRANSPORT ASSETS

Transport assets are the infrastructure that makes journeys possible. They include roads, bridges, traffic lights, footpaths, streetlights, railway tracks and stations, and bus stations and shelters. The proposed approach is to get the most out of transport assets by ensuring that they are properly maintained, provide value for money, and contribute to meeting the plan's objectives. This work programme will also be used to ensure that the highways assets are increasingly resilient to any adverse affects of climate change. This will include climate proofing against greater heat stress, more intense or prolonged rainfall, drought conditions, high winds and greater extremes in weather conditions.

Well maintained highways and related assets, including highway structures, are crucial to many of Leeds City Council's transport schemes and policies. The Council has an annual programme of planned works such as the reconstruction and resurfacing of carriageways and also carries out emergency repairs to keep Leeds' roads and pathways safe to use, including winter maintenance regimes such as precautionary gritting and snow clearance. The inspection, maintenance and strengthening of highways structures, such as bridges, footbridges, tunnels, culverts and retaining walls, also form part of the maintenance programme undertaken by the Council. Furthermore, work is also carried out to maintain, repair and renew highway assets such as the Urban Traffic Management and Control (UTMC) and Closed Circuit Television (CCTV) systems, existing street lighting, signs, road markings, Rights of Way, bridleways and other paths.

Essential, safety critical maintenance work is currently being carried out on Leeds Inner ring Road at Woodhouse Tunnel. Further work to the tunnel, and to Lovell Park Road Bridge and New York Road Viaduct Eastbound, is proposed during the course of this implementation plan. A bid for this work is to be submitted to the Department for Transport in September 2011, with a decision on funding to be made by the end of 2011. These key structures are on

the earliest stages 1 to 3 of the Leeds Inner Ring Road which form the A58M and A64M. A number of other highway structures on these stages, constructed between 1968 and 1974, are reaching the end of their service lives owing to a combination of factors including increased traffic volumes, increases in vehicle axle loadings and the impact of winter maintenance. A longer term transport strategy will need to be developed to consider the future role of the Inner Ring Road.

Owing to current funding constraints the backlog of structural maintenance work is increasing. As the cost of this maintenance work exceeds the current budget a prioritisation system has been developed to target funding effectively. A risk management system has also been introduced to monitor structures of concern and to identify when intervention is required. This may be maintenance work or measures such as the introduction of weight or width restrictions or road closures to reduce or remove traffic loading.

Leeds is experiencing continuing growth in travel into the city and like most major towns and cities, Leeds experiences traffic congestion, in particular in the peak periods. Effective transport strategies are required in Leeds to restrain traffic growth and encourage travel by other forms of transport. Alongside this, measures to ensure the efficient use of the road network through highway improvement schemes, traffic management initiatives (including freight management) and effective parking policies are essential. Such measures need to be balanced with the demands of regeneration projects, which may require new highway capacity in order to realise their full potential.

Assets Proposals for Leeds 2011-14

The main interventions for 'assets' over the first three years of the LTP3 are:

- Leeds Inner Ring Road maintenance and strengthening works
- Maximising use of the existing highways asset through the use of technology and enforcement
- Annual programme of kerbing, footway and carriageway maintenance
- A63 modernisation: resurfacing, bridge maintenance and road safety measures
- Joint procurement across West Yorkshire on highway maintenance.

TRAVEL CHOICES

It is proposed to provide customers with improved information and tools to help them choose more sustainable forms of transport including walking, cycling, public transport and car sharing. Improved provision of travel information across the Leeds district will include the expansion of bus Real Time Information, and the further development of online travel

information to assist journey planning, and to inform of any disruptions on the transport networks. It is also proposed to extend the provision of such information to mobile phone applications. There are also proposals to provide more Variable Message Signs (VMS) to inform car drivers about specific temporary events, real-time traffic conditions and parking availability, beginning with the signs that will start to appear around Leeds in the spring of 2011.

In addition to improved information provision, the choices theme is focussed on making sustainable travel modes more attractive. Integrated ticketing across Leeds and West Yorkshire would allow more efficient and seamless travel by public transport across the district. Under this system, a single travel card ('smartcard') could be used to access both buses and trains, across all operators. It is proposed that over the next three years, significant progress will be made in setting up the equipment and technology to support smartcard use across West Yorkshire, including on-vehicle card readers, ticket vending machines and top-up points, and integration of smartcard readers at major rail stations within the district.

Walking and cycling account for a significant number of journeys in Leeds though there is great potential for more journeys to be made in this way. Leeds City Council recognises the wider benefits for the city, such as the related environmental improvements and health benefits. The Council is seeking to increase the level of cycling, in particular for journeys in the peak periods which could replace journeys made by car. A number of radial cycle routes will be implemented (as part of the Leeds Core Cycle Network), which are designed to provide routes to the city centre for commuters, safe routes to schools and links from the inner suburbs to the countryside. The full Bramley to city centre route will be implemented within the period of this Local Implementation Plan, in addition to the city centre leg of other routes, providing better linkages within the city centre. The recently approved West Yorkshire LSTF component bid will fund schemes that fill strategic gaps in the Leeds Core Cycle Network (LCCN), mainly in the city centre rim area but also in some targeted areas on routes leading into the city. The LSTF will also allow additional LCCN routes to be brought forward and will complete the Legible Leeds walkability project. All transport schemes are audited to ensure sufficient provision for cycling has been incorporated where possible. Further significant improvements will further be progressed through input into general traffic schemes, private developments and regeneration projects.

Rights of Way and highway improvements are being carried out to improve facilities for pedestrians and create an environment where journeys can be made safely and conveniently

on foot. Barriers to walking are being addressed and a programme of work is being undertaken to deliver accessibility improvements, such as the installation of dropped kerbs to improve journeys on foot particularly for older people and disabled people. Installation of further pedestrian crossing facilities will be progressed to improve conditions for pedestrians.

Further initiatives to create and promote low carbon transport choices are proposed including: the development of a Low Emissions Strategy (LES), promotion of Low Emission Vehicles (LEVs) and supporting infrastructure, and the establishment of partnerships with local, regional and national bodies to encourage mass procurement and the use of LEVs.

The promotion of a LES and use of LEVs will provide efficient and complimentary actions to reduce transport related emissions of carbon, air pollutants and noise. These initiatives will address key environmental objectives and lead to health and quality of life improvements. In addition to the above initiatives, a new Air Quality Action Plan will be developed and integrated within the LTP3, to help mitigate the existing six Air Quality Management Areas.

This Local Implementation Plan looks to introduce certain measures which would make better use of the existing roadspace, to ensure that traffic takes the most appropriate route, and so that Leeds City Council can prioritise spending on the most appropriate and best used routes. These measures may include additional signage and further monitoring equipment to ensure the city centre does not endure unnecessary traffic.

Travel Choices Proposals for Leeds 2011-14

The main interventions for 'choices' over the first three years of the LTP3 are:

- Development of Leeds Core Cycle Network Route 10 (Bramley to City Centre)
- Cookridge Street cycle route (Cyclepoint Phase 3)
- Development of the city centre leg of two further cycle routes to provide a city centre network
- Measures to support the roll-out of integrated ticketing across West Yorkshire including, 'smartcard' enabled ticket gates at Leeds Rail Station and provision of 'smartcard' vending machines and top up points
- Development of a Low Emissions Strategy for West Yorkshire that will identify complimentary actions to reduce emissions of carbon and air pollutants and where practicable, noise emissions across the four LTP3 strategy themes
- Integration of the New Air Quality Action Plan for Leeds and target initiatives to mitigate Air Quality Management Areas.

- A study into the case for and feasibility of establishing a Low Emission Zone (LEZ) in Leeds is to be progressed. In an LEZ, the most polluting vehicles are restricted from entering an area either through a ban or through a charge for non-compliance. One of the primary aims is to accelerate modernisation of the vehicle fleet to higher emission standards than would otherwise occur through the investment cycle.
- Developing a scheme with partners organisations to provide new electric vehicle charging points and developing the role of the Council's bio-methane vehicle refuelling station.

CONNECTIVITY

The focus will be on delivering a safe and integrated transport system. There is an emphasis on improving public transport as a low carbon alternative to the car, and improving safety and security for all transport users.

Road casualty data is collected by West Yorkshire Police and is analysed by the Council to inform road safety policies and schemes. Annual trends in the number and severity of road injuries, as well as trends within various road user groups, are compiled and used to produce three documents (Sites for Concern, Lengths for Concern, and Area (Zones) for concern) which are updated every year. Individual sites and lengths of road within the district are monitored and accident patterns analysed, with a view to recommending remedial action. The treatable schemes are prioritised against the funding available and the most suitable schemes are prioritised. In this way the Council hopes to maintain its excellent Road Safety record, continuing to reduce casualties ahead of government targets. Leeds City Council combines a programme of targeted infrastructure improvements with education, training and publicity campaigns to increase awareness and reduce the risk of road injuries.

The Council works in partnership with Metro and the public transport operators to deliver a programme of measures which will improve the performance and quality of bus services in Leeds. Within the framework of the Local Transport Plan, the City Council as the local highway authority will continue to deliver highway measures which will have beneficial impacts for bus services and deliver improved priority for passengers. It is through these improvements that the Council and its partners aim to influence modal shift towards public transport and encourage an increase in patronage. Much of the Public Transport Infrastructure is provided, managed and maintained by the Integrated Transport Authority (Metro). However, the Council proposes improvements to the public highway that may aid accessibility to public transport, including raised kerbs and clearways at bus stops.

Locations for bus priority treatment, such as signal priority for buses and additional bus/HOV lanes, have previously been identified based on perceived problems with delays and reliability along particular routes. More recently, new schemes have started to be identified through the use of information from the Advanced Vehicle Location detection system. This system provides Real Time Information on the running times of bus services across West Yorkshire, and the information from this system can be used to highlight where services are experiencing delays and where improvements are required.

Provision will also be made for bus based Park and Ride, working with Metro and bus operators to deliver a strategic park and ride site for the city which supports the city centre vision and provides greater traveller choice. This would complement the Park & Ride proposals associated with New Generation Transport (NGT). A fleet of hybrid diesel and electric buses, which provide reduced emissions of carbon and air pollutants, less noise and a smoother ride, are being introduced by First onto routes using the A61 Quality Bus Corridor serving the north of the city.

Public consultation around the LTP3 strategy identified one of the main barriers to public transport use is confusion over how and where to access public transport, and problems arising from users needing to use multiple services to complete one journey. A series of transport 'Hubs' are proposed across West Yorkshire. These are points on the core public transport network accessible by car, bus, taxi, cycle or by walking, which will provide key information required by potential passengers in easy to use digital formats and opportunities to interchange. A hub will be defined on transport maps and be a recognisable sense of 'place' using branded signing and street furniture. A co-ordinated approach to delivering a network of hubs is proposed, which includes encouraging the use of links provided by walking and cycle networks such as the Leeds Core Cycle Network. Leeds City Council will provide the measures in the areas around the Hubs to help passengers to access the Hubs more easily.

Proposals for a bus Quality Contact scheme (local bus service franchising) have been developed by Metro as a way of achieving a fully integrated, stable system with clear branding, high standards of customer care and incentives for reliability, punctuality, reduced emissions, patronage growth and passenger satisfaction. Metro is also discussing with operators how alternative partnership approaches could achieve the same objectives.

Connectivity Proposals for Leeds 2011-14

The main interventions for 'connectivity' over the first three years of the LTP3 are:

- A647 Stanningley Bypass, Stanningley – passive safety scheme
- School 20mph programme
- A647 Canal Street outbound bus lane
- Deliver a series of transport hubs across the city
- Bus priority measures associated with a bus Park & Ride.

ENHANCEMENTS

Existing congestion and overcrowding on the road and rail networks in Leeds has an impact on all transport users, and particularly on commuters and freight, with consequences for the economic competitiveness of West Yorkshire. Addressing these transport problems is essential to help the economy recover and support the growth in jobs and housing.

In the first few years it is anticipated that there will be limited funding available and the emphasis will be on providing additional capacity for existing services (particularly rail) and tackling congestion bottlenecks. Improvements will be targeted where they best support the economy, housing, regeneration and the move to a low carbon transport system. To deliver some of the more ambitious proposals new ways of funding the schemes locally will be developed.

Highway improvements are proposed on the A6120 / A65 Roundabout at Horsforth. This location is a congestion hotspot that has been the subject of many complaints. The site is currently ranked number 13 (out of 53) on the list of major road injury 'Sites for Concern'. The proposals, which fit with the longer term strategy for the Leeds Outer Ring Road, will match LTP funding with developer funding to provide a significant improvement for all road users.

Rail improvements are proposed to encourage more sustainable travel. Peak hour trains into Leeds are the most overcrowded outside London and we will continue to urgently press the Government for more carriages. Passengers value the safety of rail stations and station car parks and we will draw in funds from the rail industry to maximise these impacts.

It is intended to encourage more people to walk to and from stations by developing walking routes that are well sign posted, well-lit and safe. Enhancements will include improved access to platforms for people with mobility difficulties and, wherever possible, CCTV.

Two major schemes in the Leeds District have been accepted for funding by the Government and are expected to be completed within the period of this implementation plan.

1. The Department for Transport (DfT) granted programme entry for the A65 Quality Bus Corridor major scheme in 2006. This scheme is currently under construction and is anticipated to be complete by summer 2012.
2. A new, accessible, attractive pedestrian entrance to Leeds Rail Station is proposed, to provide 20,000 people per day with a quicker route to jobs on the south side of the station and relieve pressure on the congested northern entrance. Funding for this scheme has been confirmed by the DfT and it is planned for completion in 2014.

Two further major schemes are proposed which have been placed in the DfT's Development Pool: the New Generation Transport (NGT) trolleybus system and Leeds Rail Growth Package to provide new rail stations at Kirkstall Forge and Apperley Bridge. Further details on these schemes are included in the following Strategic Transport Investments section.

Enhancements Proposals for Leeds 2011-14

The main interventions for 'enhancements' over the first three years of the LTP3 are:

- A65 Quality Bus Corridor
- Leeds Station Southern Entrance
- Horsforth Roundabout Improvements
- Improvements to safety and security at local rail stations

6. Strategic Transport Investments 2011-26

OVERVIEW

The previous section focussed on the proposed schemes and initiatives programmed for the first implementation plan period 2011-14. The purpose of this chapter is to outline the longer term strategy and proposed interventions which broadly cover the period 2011-26 and beyond.

Our transport strategy is based around delivering significantly improved alternatives to the private car so that fewer people have to rely upon it to travel to and within the city. This will be essential to accommodate the increased pressures associated with a growing population and higher levels of employment.

For longer distance journeys we will develop enhancements to rail provision, and will introduce park and ride sites around the outer ring road with dedicated services to the city centre; for shorter journeys we will improve the bus network, creating interchange hubs, and delivering more bus priority measures; for local travel, we will create a city wide cycle network and will provide additional enhancements to walking routes. To make the use of public transport easier we will introduce smartcard ticketing, and will change the delivery of bus services by means of a Quality Contract or partnership. In addition, we will improve highway capacity for orbital journeys so that these trips have less need to travel through the urban area of Leeds and the city centre. We will improve access to the airport by means of a link road link and the construction of a tram-train link from the Harrogate rail line.

CURRENT MAJOR SCHEMES AND INTERVENTIONS

In addition to local transport schemes funded from the Local Transport Plan, local authorities can also bid for funding from the DfT for specific major schemes. The following major schemes are currently being promoted within the Leeds district.

- **A65 Quality Bus Corridor**

This scheme will deliver a series of bus priority measures on the A65 between Kirkstall Lane and the inner ring road, together with enhanced facilities for pedestrians and cyclists. Construction started in April 2010 and it is expected to be open in June 2012.

- **Leeds Station Southern Entrance**

This new pedestrian entrance to the station will significantly enhance access from developments to the south of the river. The scheme has now received Programme Entry

from the Department for Transport (DfT), and the final design and procurement is being progressed by Metro with Network Rail for construction and completion during 2014.

- New Generation Transport (NGT) trolleybus scheme

The NGT proposals comprise two routes into the city centre from strategic Park-and-Ride sites at Bodington and Stourton with a combined capacity of about 3,000 spaces. The trolleybuses would be powered from overhead wires like a tram, and the majority of the system would be segregated from traffic and offer fast, reliable, frequent and comfortable journeys into and across the city. The DfT has committed to making a decision on funding approval by the end of 2011 and a Best and Final Funding Bid was submitted in September 2011. If this is granted it is anticipated that the scheme could be operational by 2019.

- Leeds Rail Growth Package

This scheme comprises the construction of two new rail stations, with 400 car parking spaces for park and ride, at Kirkstall Forge and Apperley Bridge on the existing electrified Airedale/Wharfedale rail line. A final funding bid has been made to the Government for which a decision is expected by the end of 2011. Subject to approval, the stations could be open by 2015.

- Leeds Inner Ring Road – essential major maintenance

The scheme consists of essential maintenance to three large highway structures on the A58M section of the Leeds Inner Ring Road (IRR) – Woodhouse Tunnel, New York Road Viaduct and Lovell Park Road bridge. This work is required in order to keep the IRR open to traffic whilst a longer term strategy is developed, and to maintain public safety. In addition, the older sections of the inner ring road require significant levels of maintenance work to deal with the deterioration of some of the structures. A major scheme to address this is currently being prepared and a Best and Final Funding Bid was submitted in September for which it is hoped to receive DfT approval by the end of 2011 which will lead to the commencement of three year programme of works commencing in 2012.

- M62 Managed Motorway (Highways Agency) Scheme

Managed motorways make use of a range of traffic management (including opening the hard shoulder to traffic during busy periods) and telematics measures to control speeds and inform road users of conditions on the network to improve the efficiency and increase capacity. In West Yorkshire managed motorway proposals are being progressed by the Highways Agency for the M62 between junction 25 at Huddersfield and Brighouse and junction 30 at Rothwell. This scheme is expected on-site from October 2010 and is

anticipated to be complete by December 2012. This work is needed on the M62 as the route currently suffers from heavy congestion, unpredictable journey times and higher than average accident rates. The project will relieve congestion and smooth the flow of traffic, improving safety and journey times. These benefits will also support economic development in the region.

FUTURE INTERVENTIONS

The following schemes and interventions are proposed for the strategy period 2011-26 but are not the subject of current major scheme bids.

The City Centre

A transport strategy is currently being developed for the city centre that will deliver a step change in the environment, making it more of a place for people, and reducing the dominance of traffic; a key element to delivering this will be to significantly improve access by public transport, including park and ride, so that more people are able to get there without the need to use the private car. At the same time we will implement schemes that will remove through traffic and re-prioritise the needs of the pedestrian.

- **City centre schemes**

In combination with improvements to the inner ring road – see highway schemes below – these will reduce the level of through traffic within the city centre, and enable extensions to the pedestrianised areas to be undertaken. It is proposed to change traffic circulation to restrict the availability of these routes for through journeys, and to redesign the roads and public transport box in the core of the city centre to reduce the dominance of traffic and enhance the environment for pedestrians and cyclists. This work will allow City Square to be partially pedestrianised by eliminating general car traffic and managing bus and local access traffic. In addition, the transformation of New Station Street into a pedestrian priority route from the station to the core retail area will require the relocation of the buses and taxis to a new interchange to the north of the station.

- **Bus based park and ride**

Proposals are being developed for a new, bus-based park and ride site, with up to a 1000 spaces for delivery within the next two years with a further site in the early stages of planning. In the longer term it is envisaged that a series of sites will be brought forward at locations around the outer ring road so that longer distance travellers to the city centre, who are unable to make use of rail, have an alternative to the private car.

- **UTMC Network Management Strategy**

A West Yorkshire Network Management Plan is being developed and will be made available during 2011-12; this determines how the road network is managed to keep traffic flowing. Proposals to increase efficiency through the creation of more combined UTMC operations across West Yorkshire are being explored and will be progressed as appropriate. In addition, UTMC operations in Leeds are undergoing a process of modernisation and upgrade which will include a new control centre, up-to-date computing, and wireless communications. This will facilitate efficient information sharing between relevant bodies. Leeds is also tackling congestion by working on increasing the amount of live travel information available to the public, and making it more accessible and timely.

Rail interventions

Rail interventions form an important component of the Leeds integrated transport strategy. Leeds City Council will continue to work with partners to support strategic improvements to the rail network, as well as promoting schemes to encourage increased rail use such as the facilitation of rail based park and ride.

- **Network improvements and capacity**

These will be delivered through the Network Rail and Northern Route Utilisation Strategies, together with the provision of additional rolling stock via the government's High Level Output Specification (HLOS).

- **East Leeds Parkway rail station**

A new strategic park and ride facility with 500 parking spaces is proposed to the East of Leeds in Micklefield, which when open would replace Micklefield station. The proposed site is located to the west of Micklefield adjacent to the A656, on the York/Selby rail line. Further planning and development of these proposals by Metro and Network Rail is expected during the implementation plan period to prepare for a future funding bid.

- **High Speed Rail (HS2) Birmingham – Leeds**

The Government has proposed a high speed rail network to benefit the whole of the UK and allow the economies of major cities to expand. It is envisaged that the first line of HS2 from London to Birmingham would be constructed by 2026 with subsequent extensions to the network to Manchester and to Leeds with the latter being open by 2032. Yorkshire stands to reap over £2billion in economic benefits from the Government's proposed national network of 200mph+ trains, which will cut the journey time from Leeds to London to just 80 minutes.

Although delivery of the route to Leeds is outside the period of the LTP, development and preparatory work on the project will be required to ensure the HSR facilities and anticipated station are fully integrated with the road and public transport networks, especially in the city centre. It is expected that during the next two years the government will move to confirm the route and location of the proposed station in Leeds.

Bus interventions

Bus schemes and interventions are promoted as part of a sustainable, integrated transport strategy, to help provide a high quality service to encourage more people to use buses. Schemes are proposed to facilitate increased bus reliability and a reduction in journey times, as well as improving interchange and accessibility.

- Bus priority measures and high occupancy vehicle (HOV) lanes

Leeds City Council will continue to deliver a programme of improvements to bus priority on radial routes into Leeds, including enhancements to the existing guided bus corridors. Where appropriate the use HOV lanes will be considered.

- New approach to the Management and Delivery of Bus Services

Metro has been developing proposals for a Bus Quality Contract Scheme (local bus service franchising) as a way of achieving a fully integrated, stable system with clear branding, high standards of customer care and incentives for reliability, punctuality, patronage growth and passenger satisfaction. Metro is also discussing with bus operators how alternative partnership approaches could achieve the same objectives.

- Transport Hubs

A number of transport hubs are proposed to improve integration and interchange between different modes of transport and between different services. These will be clearly defined and branded points on the core public transport network that will be accessible by car, bus, taxi, cycle and walking, and will provide key information to potential passengers. Hubs will be a key element in the development and delivery of a core, high-quality, financially sustainable network of transport services during the course of LTP3.

Public transport ticketing

- Smartcard ticketing (Yorcard)

The introduction of smartcard integrated ticketing will transform the use of public transport. The scheme will encourage interchange, speed up boarding and allow selected fare

reductions and promotions. It is expected that the project will be ready to roll out from 2012, with all the back office functions in place. Following that, delivery will be dependent on bus and rail operators introducing new ticket machines. It is envisaged that the changes to bus ticket machines would be speeded up under a Bus Quality Contract/Partnership.

Highway Schemes

- Inner Ring Road capacity improvements, management and maintenance

In order to reduce traffic levels within the city centre it will be necessary to increase capacity on the inner ring road, in particular on the western section. It is proposed that the Armley Gyratory junction will be re-developed to improve traffic circulation and provide better facilities for buses and cyclists to enable the desired traffic circulation changes and public realm enhancements to be made within the city centre. In addition, a new strategy for the management of the inner ring road will be developed will address medium to long term maintenance and city centre traffic management requirements. This will complement the more immediate needs for major maintenance, proposals for which it is hoped will receive approval by the end of 2011.

- Outer ring road capacity improvements

To the west and north these will consist of the signalisation of some of the existing roundabout junctions; to the north east a new route for the outer ring road will be delivered as part of the East Leeds Extension housing development contained within the Leeds Unitary Development Plan. Plans for phased package of measures are to be drawn up during this implementation plan period.

- Aire Valley Transport Strategy

Package of improvements to facilitate the movement of people and goods into, out of and around Aire Valley Leeds, to support the regeneration of the area. This will include improvements to public transport facilities, and measures to encourage greater walking and cycling. The effectiveness of any transport strategy will depend on the level and quality of public transport and complementary measures to influence travel choice, such as a travel planning and car parking standards. It is intended to anchor the public transport plans with a bus park and ride facility to serve the city centre and Aire Valley from M1 Junction 45 which will be complementary to the NGT proposals for the M621.

Access to Leeds Bradford International Airport

A new airport link road is identified in the current airport surface access strategy to provide a direct link to the airport for buses and general traffic from the A65 and to remove traffic from a number of local roads, including the A658 through Rawdon. Building on the further development of the A65 Quality Bus Initiative scheme (due for completion in 2012) and the signalisation proposals for Horsforth roundabout this will scheme will extend the quality bus corridor to the airport. These plans will complement LCT strategy proposals for a the conversion of the Leeds-Harrogate rail line to tram train operation with a new fixed link to the airport, measures which would transform the quality of service on this route with higher service quality, frequencies and passenger capacity potentially with on-street running in the city centre.

Sustainable transport

- Leeds Core Cycle network

Phase 1 of the Leeds Core Cycle Network is a system of 17 routes covering 71 miles and linking existing cycle paths and traffic-calmed roads to provide continuous routes into the city centre from throughout the main urban area of the city. Subsequent phases will deliver additional connections to the 17 routes. The aim is to encourage more commuters to use bicycles to get to work and to provide more routes for leisure cyclists. Work has already started on construction of the phase 1 schemes.

- Sustainable school travel and reducing traffic speeds

Over the course of the LTP period it is planned that The roads outside every school in Leeds would sit within a road network restricted to 20mph, complemented by a network of safe accessible walking and cycling routes to encourage sustainable school travel. Year on year investment on this work has already started and it is anticipated that during strategy period. all minor roads in residential areas will benefit from a 20mph speed restriction and so significantly reducing the level road injuries and making it more attractive for short journeys to be made by foot and cycle without reducing overall accessibility.

- Influencing Travel Behaviour

The promotion of Smarter Travel Choices (bus and trains, car sharing and car clubs) and 'active travel' (walking, cycling) will mainstreamed as part of the overall LTP Choices strategy for supporting informed transport user decisions across the region. The planned increase in safe and accessible routes for sustainable and low-carbon journeys, and a growing desire to incorporate physical activity into our lifestyles, will inform the development of effective

Smarter Choices interventions to facilitate these changes including for new residential and commercial development locations.

- Low Emission Strategy (LES) and Vehicles (LEVs)

The promotion of a LES for West Yorkshire and use of LEVs will provide efficient and complimentary actions to reduce transport related emissions of carbon, air pollutants and noise. These initiatives will address key environmental objectives and lead to health and quality of life improvements. A study into the feasibility of establishing a Low Emission Zone (LEZ) in Leeds is to be progressed within the implementation plan period. The outcomes of this study would inform options for a future strategy to constrain the access of the most polluting vehicles from specified areas with the aim of improving air quality and therefore health and wellbeing by accelerating the modernisation of the vehicle fleet to higher emission standards than would otherwise occur through the investment cycle.

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TIMESCALES

Funding and resources will clearly dictate the pace of implementation but the following timetable provides an indication of how the delivery of the strategy could progress with appropriate financial support.

Intervention	2011-16	2016-21	2021-26
A65 Quality bus scheme	Red		
Leeds station southern entrance	Yellow, Red		
NGT trolley bus with P&R	Yellow	Red	
Leeds rail growth package (Kirkstall Forge & Apperley Br stations)	Yellow, Red		
East Leeds Parkway station (Micklefield)		Yellow, Red	
Tram train link to airport	Yellow, Red	Red	
High speed rail (HS2) Birmingham-Leeds		Yellow	Yellow
City Centre circulation changes		Yellow, Red	
City centre further pedestrianisation			Yellow, Red
City Centre urban realm enhancements		Yellow, Red	Red
Bus based park and ride	Yellow, Red	Yellow, Red	Yellow, Red
Bus priority measures	Red	Red	
Bus quality contract/partnership	Yellow, Red		
Smartcard ticketing (Yorcard)	Yellow, Red		
Inner ring road major maintenance	Red	Red	Red
Inner ring road capacity improvements	Yellow, Red	Red	
Outer ring road capacity improvements	Yellow, Red	Red	
Airport link road		Yellow, Red	
Core cycle network - phase 1	Red	Red	
Core cycle network - phase 2		Yellow	Red
Aire Valley Transport Strategy	Yellow, Red	Red	
M62 Managed Motorway Scheme	Yellow, Red		
UTMC Network Management Strategy	Yellow, Red	Red	

KEY

- Planning/design
- Construction/implementation

7. Partnership

The Local Transport Plan Partnership is made up of the Integrated Transport Authority (Metro), working together with the five West Yorkshire District Councils of Leeds, Bradford, Calderdale, Kirklees and Wakefield. This partnership has and will continue to work closely with partners and stakeholders in the transport, regeneration, health, business and wider sectors through the development and delivery of the LTP. Furthermore, successful delivery of the Local Transport Plan and the strategy for Leeds will depend on the engagement with, and the involvement of, local communities and local partnerships alongside the strategic transport improvements that are required in West Yorkshire.

Leeds City Council continues to work in close partnership with Metro, public transport operators, Network Rail and the Highways Agency, to deliver transport improvements across the district and continues to work with public sector partners to promote healthy and active travel. The Council is a member of the West Yorkshire Bus Partnership Group, which brings together Metro and bus operators to provide an efficient approach to the delivery of strategic improvements.

Leeds City Council is a member of the West Yorkshire Casualty Reduction Partnership, which aims to reduce the number of deaths and serious injuries on our roads. This partnership comprises the five West Yorkshire District councils, West Yorkshire Police, West Yorkshire Health Authority, West Yorkshire Magistrates' Court Service and the Highways Authority. The Council has also established a partnership with the West Yorkshire Fire and Rescue Authority (WYFRA), agreeing to work together to make Leeds a safer place for people to live, work and visit.

A particular concern in West Yorkshire, including parts of the Leeds District, are the levels of deprivation and the need to address resulting issues including access to jobs, goods and facilities, issues of illegal and antisocial behaviour and the increased risk of road injuries.

The *Leeds Initiative* is the local strategic partnership which provides the forum to ensure there is a joined up approach to identifying, assessing and delivering the complex needs of the District. The partners comprise of key officers from local organisations, including the Council, West Yorkshire Police, Metro, Leeds Primary Care Trust and Leeds Chamber of Commerce.

The transport plan for Leeds supports and contributes to the key aims of the Vision for Leeds 2030:

- Leeds will be fair, open and welcoming;
- Leeds' economy will be prosperous and sustainable; and
- All Leeds' communities will be successful.

The new Local Enterprise Partnership (LEP) has been formed with the remit of improving the economy of the Leeds City Region. Transport strategy will influence the decision making process for many of the issues raised through this forum.

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8. Performance Monitoring and Review

PERFORMANCE MONITORING

A number of key targets and indicators are planned to inform various West Yorkshire MyJourney Local Transport Plan transport strategy outcomes.

Once developed, Leeds City Council proposes to use the same key indicators for consistency within West Yorkshire. Further work in 2011.12 is planned with stakeholders to develop the West Yorkshire targets and indicators. It is anticipated that these will be published by April 2012.

The Council runs a suite of strategic transport models which enable future transport problems and issues to be identified, and for schemes and options to be tested. It is important to plan for the future growth in the demand for travel, to ensure that the transport network caters this demand and is not a restriction on economic growth. Trip patterns and rates within the district will change with time, due to social and economic factors, and the completion of major development sites within and outside of the district. Therefore, further travel/traffic surveys and network revisions will be required throughout the life of the plan period to keep the models as relevant and as accurate as possible.

The following transport surveys and monitoring will be undertaken in the Leeds district for the following:-

- Cycle numbers;
- Peak period traffic flows (modal split)
- Air quality at key sites
- Journey times on 13 major routes in Leeds
- Scheme before and after studies
- Travel origin and destination surveys
- Automatic and manual traffic counts
- Traffic speed surveys
- Transport user and public satisfaction / preference surveys

REVIEW

The overall transport strategy in this document covers the period 2011 to 2026. The implementation plans will be developed in three year cycles aligning with the government's three year spending allocation periods. The first implementation plan covers the period 2011 to 2014.

Performance reviews of the spending, schemes and initiatives, linked to agreed targets and milestones, will be undertaken within the three year implementation plan periods. The reviews will therefore provide the background data to assist in the development of the implementation programme for the subsequent three year plan period.

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APPENDIX A: LEEDS IMPLEMENTATION PLAN PROGRAMME 2011 TO 2014

Theme	Scheme Name	Scheme Description and Objectives
ASSETS		
Highway Maintenance	Minor maintenance works	Programme of carriageway maintenance works. This workstream permits a greater degree of flexibility in dealing with shorter lengths of defective carriageway that contribute to performance indicators. It allows small schemes between the values £5,000 and £30,000 to get promoted as they would otherwise not get done because of the relatively good condition of the surrounding section.
	Machine Surveys	This workstream includes the continuation of compulsory survey of all classified roads. The results of this survey will provide the condition data in 2011/2012 for national road condition indicators 168 and 169. In addition, surveys on the A roads using the scrim skidding resistance machines will continue in the year 2011/2012.
	Kerbing, footway and carriageway works	Programme of kerbing, footway and carriageway works on local roads across the Leeds district.
	Surface Dressing	Programme of schemes covering surface dressing and microasphalt treatments.
	Drainage schemes	Works carried out on localised drainage schemes where water flowing over and standing on the carriageway can compromise the condition of the foundation of the road and result in long term damage or compromise safety. Or where water flowing off the highway may cause damage to private property.
Highway Structures	Inner Ring Road Major Maintenance	Essential maintenance work to three major structures on the A58(M) Leeds Inner Ring Road (IRR), including the Woodhouse Tunnel. This covers the feasibility and design work. The Bridges Section is also developing a longer term strategy for structures on the IRR.
	Structures assessment and structural review programme	New and outstanding structural assessments and structural reviews to meet the requirements of the assessment programme and best practice guidance for bridges owned by LCC, Network Rail and other Private Owners.
	Monitoring of substandard structures and interim measures	Substandard structures are those which have been assessed as having a load carrying capacity of less than 44 tonnes gross vehicle weight. LCC currently has 21 substandard bridges that are being monitored, pending strengthening or protection works. A further 24 structures, including culverts and retaining walls are also being monitored. The workstream includes interim measures and introduction of weight restrictions where appropriate.
	Principal inspection programme	The programme of inspections is important as it is a fundamental tool of asset management and identification of forward plans of maintenance work.
	Bridge strengthening and maintenance	Due to reduced capital funding, it is not possible to carry out any significant strengthening or maintenance to our highway structures. The emphasis will be on risk management and monitoring of defects and deterioration.

	Asset management	Development and implementation of the Highways Structures Asset Management Plan, that will be an integral part of the Highways Asset Management Plan. Work towards implementation of the guidance and recommendations in the Code of Practice for the Management of Highway Structures. This workstream also includes Asset Valuation of our highway structures stock.
Integrated Transport	Urban Traffic Control (UTC) Investment	Package of measures including the refurbishment of traffic signals, upgrades to meet accessibility standards, installation of traffic monitoring devices to provide travel time information on key roads.
CHOICES		
Integrated Transport	Traffic Management & City Centre Car Park Variable Message Signs	Ongoing, signs awaiting delivery from supplier. contract retention.
	Leeds Core Cycle Network Route 10: Bradford to Leeds City Centre Phase 1	Development of a cycle route between Bramley and Leeds City Centre as part of the Leeds Core Cycle Network (LCCN) project. This aims to build a comprehensive network of continuous safe and convenient cycle routes, primarily for commuting.
	Leeds Core Cycle Network Route 12 Garforth - Leeds City Centre	Development of a cycle route between Garforth and the City Centre as part of the Leeds Core Cycle Network (LCCN) project. This aims to build a comprehensive network of continuous safe and convenient cycle routes, primarily for commuting.
	Cookridge Street Cycle Route City Centre	Key component of the Leeds Core Cycle Network and city centre transport strategy and vision. Connects universities and civic quarter to the rail station and improves cyclist's safety.
	Leeds Core Cycle Network Route 7: Scholes to Leeds City Centre	Development of a cycle route between Scholes and Leeds City Centre as part of the Leeds Core Cycle Network (LCCN) project. This aims to build a comprehensive network of continuous safe and convenient cycle routes, primarily for commuting.
	Leeds Core Cycle Network Route 13: Morley to Leeds City Centre	Development of a cycle route between Morley and Leeds City Centre as part of the Leeds Core Cycle Network (LCCN) project. This aims to build a comprehensive network of continuous safe and convenient cycle routes, primarily for commuting.
	Town & District Centre Parking Schemes	Working with local stakeholders to fund low cost prioritised parking interventions arising from local centre parking reviews, including six centre reviews already underway.
	Further Schemes	Additional schemes include continued support for disabled access measures and measures to support the Public Rights of Way Improvement Plan. Future year developments of schemes in line with WYLTP priorities, annual monitoring and review of programmes to complement WY strategy and bid for Local Sustainable Transport Fund.
CONNECTIVITY		
Integrated Transport	Bus based Park and Ride	Supports city centre transport and parking strategy. Development and implementation of park and ride to meet future parking demands anticipated from major development (such as Eastgate and Trinity Leeds).
	A653 Dewsbury Road Qbc, Bus Priority Measures (Tommy Wass Junction)	The scheme is currently under construction (on-site). Bus priority measures and improvements at the Tommy Wass junction.

	Canal Street Bus Lane	Bus partnership scheme. Queue relocation and bus priority outbound to Armley. New bus lane (400m) on two lane section with traffic light priorities which complements earlier measures in Armley corridor.
	A643 Churwell Hill J/W Ring Road Bus Priority Measures	Bus partnership scheme. New bus lane (250m) on approach to Ring Road junction created within existing carriageway.
	Roundhay Road Integrated Transport Scheme	Combined bus priority and local safety scheme to tackle road casualty and congestion hotspot.
	Gelderd Road / Wheatsheaf junction	Bus priority measures on A62 Gelderd Road to Wheatsheaf junction
	Harrogate Road, Chapel Allerton bus priority scheme	Inbound bound bus lane on Harrogate Road in Chapel Allerton.
	Further Schemes	Additional schemes include continued development of the Bus Lane Enforcement project, investment in road safety enforcement cameras, improvements to the existing bus guideways on York Road and Scott Hall Road. Future schemes to be identified on the basis of annual reports, studies and reviews (i.e. road injury reports, bus partnership review etc) and ongoing development of the WY LTP programme.
ENHANCEMENTS		
Integrated Transport	NGT and other major scheme development	Development of NGT (trolleybus system for Leeds) and other major schemes to support jobs and housing growth
	A6120 Horsforth / Rodley Junction Signalisation And Improvements	Key element of Ring Road route strategy. Prioritises main congestion hotspots and a top ranked major road injury Site for Concern (13 of 53) that is the subject of long standing community concern and complaints. Anticipated will complement a major planning contribution from nearby significant developer contribution currently being negotiated. Includes bus priority measures.
	Traffic light priority	Introducing traffic light priority for buses at up to 200 traffic signal locations throughout West Yorkshire
	Armley Gyratory Improvement Scheme	Key element of city centre transport strategy and vision for delivery traffic improvements and enhancement of the city centre. Prepares final design for scheme as basis for the required major scheme. Increased capacity will facilitate re-routing and reduction of through traffic in the city centre and support improved movement for buses supporting the Leeds Bus Partnership.
	M621 J2	Signalisation of the M621 Junction 2 (Islington) roundabout. Considerable safety and congestion benefits.
	A647 Dawsons Corner - highways improvements	Highways improvements, including some bus priority measures. Potential signalisation of the existing junction.
	Further Schemes	Key priorities include city centre strategy, ring road route strategy and investment complementing the airport surface access strategy.
OTHER		
Integrated Transport	Local road safety schemes	Direct action schemes at specified locations to ameliorate specific road casualty issue.

Pedestrian Crossings	Pedestrian crossings identified through requests, and prioritised through an annual review process.
20mph Limits and Zones	Development of widespread 20mph schemes around schools and in residential areas.
LTP2 Commitments	Completion and contractual retention of Local Transport Plan 2 schemes.

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