

**Report of**     **Director of City Development**

**Report to**     **Scrutiny Board (Sustainable Economy and Culture)**

**Date:**         **26 January 2012**

**Subject:**      **TRANSPORT PLANNING – SESSION 1**

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Otley and Yeadon	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

### **Summary of main issues**

1. At their 1 December 2011 meeting the Board agreed Terms of Reference for an “inquiry into the impact of existing major sources of travel movements within the City, and the plans being made to address the impact of known future developments on the City’s transport infrastructure”.
2. This report provides evidence to the first session of the inquiry covering recent Government decisions about major transport scheme funding; the current transport challenges facing the city; the forecasting, planning and delivery of transport projects; and overview of links to deprivation and the economy.
3. Key challenges for transport provision are described in terms of ensuring adequate investment; managing demand for travel from a widening and potentially growing commuter catchment; supporting the development of bus network; the major opportunity that a high speed rail network will bring; and ensuring good connectivity and mobility remains possible in local communities.

### **Recommendations**

4. Members are requested to note and comment on this report.

## **1 Purpose of this report**

- 1.1 This report provides information to the first session of the Board's inquiry into transport challenges and issues in the city as set out in the terms of reference agreed at their 1<sup>st</sup> December 2011 meeting.

## **2 Background information**

- 2.1 A new Local Transport Plan 2011-26 was adopted by West Yorkshire Integrated Transport Authority in April 2011 and forms the statutory transport plan for West Yorkshire. A separate Local Implementation Plan for Leeds is being prepared to support the LTP which covers programmes for the period 2011-14 and sets out the basis for longer terms transport ambitions in the city within an overall framework for transport planning in West Yorkshire and the City Region.
- 2.2 At its meeting on 1<sup>st</sup> December last this Scrutiny Board agreed a programme of inquiry into transport planning issues. This report covers issues identified for the first session of inquiry, covering:
- Current transport challenges for the city.
  - Government responses on the three Leeds major scheme decisions awaiting a Secretary of State's decision.
  - Forecasting, planning and delivery – the integrated approach to identify demand, generate capacity and keep transport flowing.
  - The role of good transport availability for tackling deprivation.
  - Transport as a catalyst for the growth of employment and inward investment.
- 2.3 This report sets the scene for the further planned sessions of the inquiry.

## **3 Main issues**

### Major Schemes Update

- 3.1 Three major schemes in Leeds have been included in the DfT Development Pool for the current Comprehensive Spending Review period, for which Best and Final Funding Bids were submitted last September. Decisions on these schemes were announced late last year as follows.
- Leeds Rail Growth Package. A DfT contribution of £10.2 million to this £16.9 million scheme which is for new rail stations at Kirkstall Forge and Apperley Bridge was announced in the recent Autumn Statement. The scheme supports the regeneration of the vacant Kirkstall Forge site for which the developers have made a major financial contribution. The planned implementation programme is for a start of construction in July 2013 for opening by the end of 2014.

- Leeds New Generation Transport (trolleybus scheme). The decision on this scheme was deferred so that further analysis can be done on the scheme appraisal. Ministers have said that the scheme has a “good strategic fit” and a deadline for submitting the additional information has been set for the 31 March, after which it is expected that a final decision will be made by the end of May. Metro with the City Council’s support have previously commissioned the necessary additional work and are working closely with Department for Transport officials to ensure that it meets with their specific requirements. A positive decision on the bid made by Metro would enable the project to remobilise immediately to commence the statutory procedures needed to construct the scheme through the Transport and Works Act for completion by the year 2019/20.
- Leeds Inner Ring Road Major Maintenance Scheme. Programme Entry has been granted for this £25 million major maintenance scheme. The proposed scheme is for structural repairs and central wall strengthening for the Woodhouse Tunnel, replacement of edge beams and full re-opening of Lovell Park Road Bridge and strengthening of bridge piers on New York Road flyover. The final DfT contribution to the scheme is subject to the successful conclusion of various funding agreements between the Council, the University of Leeds, the Department of Health and the Leeds Teaching Hospitals Trust in relation to works on Woodhouse Tunnel. The overall programme is for three years, with the works on Woodhouse Tunnel not due to commence until 2013. In the meantime contract preparations have commenced for tendering the works for Lovell Park Road Bridge which it is planned to undertake during the coming summer period.

3.2 In addition, it was announced that funding would be made available for the electrification of the Leeds to Manchester Trans-Pennine route with it being subsequently confirmed that the scheme would extend to York. Final details of the scheme delivery timetable are awaited. Completion of this scheme and other previously approved works will thus provide a continuous electric route across the Pennines from Liverpool to Leeds, York and via the existing electrified East Coast Main Line to Newcastle and Edinburgh. It has also been announced that Network Rail are to conduct a feasibility study into electrification of the Leeds to Hull route.

3.3 At the time of writing a ministerial announcement is anticipated on the Government’s future plans for the development of a high speed rail network. This will respond to the national consultation on high speed rail conducted last year. It can be expected to confirm the Government’s position and to cover the detailed proposals for a link from London to Birmingham and the Government’s intentions for developing onward links to the North, in particular the so called “Y” network linking to Leeds and Manchester and further connectivity into classic networks serving Northern England and Scotland.

#### Transport challenges for Leeds

3.4 There are a number of major transport challenges facing transport in the city. These are underpinned by some key transport facts.

- Leeds accounts for 40% of all road travel in West Yorkshire

- 45% of jobs are within the city centre or the adjacent “rim” area.
- Car mode share of travel to the city centre in the morning peak is 45%
- Rail accounts for a further 25% of commuting to the city centre – 15,000 people in 2008
- Nearly one third of jobs in the District are filled by people commuting from outside.
- 70% of car commuters to the city centre travel from beyond the outer ring road.
- 80% of all car commuting is to areas outside the city centre.
- Around 25% of people work in the Ward where they live making local mobility an important consideration.
- Overall District road casualty figures are at an all time low number.

### 3.5 The greatest challenges are considered to relate to:

- The leverage of new investment funds, of which the recent major decisions detailed above are important, but within an overall picture of proportionately lower levels of investment in transport in the regions.
- Immediate pressures to secure approval for the Leeds NGT scheme, as detailed above.
- Securing a stable, reliable bus network and services which allows growth in use to address continuing concerns about the quality of the bus network and declining patronage. This is being address by the Integrated Transport Authority’s work on bus quality issues and has not been identified as a specific topic for this inquiry. Clearly reaching a satisfactory and durable long term basis for the delivery of bus services is a critical element in achieving a more sustainable transport system.
- Long term development of plans for the transport system to meet the needs of a growing city population over the planning horizon of the Local Development Framework Core Strategy. These are yet to be fully defined and will need to reflect the final proposals for land use.
- The development of a strategy for the City Centre which reflects the city’s ambitions to be the Best City in the UK. The issues here being particularly: future traffic management strategy, especially the roles of the Loop Road and Inner Ring Road; supporting regeneration in the South Bank and new development generally; connectivity and interchange at the rail station; and supporting good quality urban realm and public spaces in the city, for example in City Square. These are matters which will be covered in greater depth in a subsequent session of this inquiry.

- Preparing for high speed rail. The Secretary of State for Transport announced on the 11<sup>th</sup> January the Government's intention to proceed with the development of a high speed rail network, starting with phase 1 linking a rebuilt London Euston station with Birmingham for which the detailed route has been confirmed. The second phase would provide a "Y" shaped network connecting Birmingham with Leeds and Manchester, with anticipated completion by 2033. In the immediate future the timetable for phase 2 is to commence engagement on the preferred route in Autumn 2012 followed by formal consultation in early 2014, leading to the announcement on the phase preferred route in late 2014. The further development of phase 2 would then be subject to Parliamentary approval.
- The development and integration of park and ride services in the city, in particular the role of bus based park and ride. Issues of site allocations, business case and the financial case remain critical in this regard.
- Continuing to support safe and sustainable local journeys and mobility for all in local communities where the majority of trips will continue to be made.
- Developing approaches and strategy for growing the volume and choice of low carbon travel modes.

3.6 In terms of funding and delivery, work is being undertaken to develop the basis for a West Yorkshire transport investment fund to tackle key areas of investment in the sub-region's transport infrastructure. This remains a work in progress, with the detailed analysis still to be concluded. The intent is to ensure that transport investment is targeted at those issues, locations and corridors where it can have the greatest beneficial impact on the economy and employment in West Yorkshire. At the same time the Department for Transport are expected to consult later this year on proposals for the greater devolution of major transport scheme funding. The greater devolution of transport funding to the local level is something which the Core Cities Group of major cities has strongly supported in terms of bringing freedom for local areas to plan, develop and deliver their transport systems.

3.7 The transport fund workstreams are updating previous assumptions about the links between transport and employment bringing these up-to-date with current economic forecasts and assumptions. Although out-of-date, as an illustration, a previous scenario tested before the recession and economic uncertainties indicated that an investment package of c£140m in transport access to the city centre could support an increase in jobs of 3.5%; a c9% reduction in carbon emissions; support a 10% reduction in city centre traffic levels; and increase peak bus journeys to the city centre by up to 50%.

#### Forecasting, planning and delivery

3.8 At present the principal source of funding for major transport interventions is the government, and for that reason scheme appraisal and justification has to be carried out according to guidelines provided by the Department for Transport (DfT). The threshold for major scheme funding is £5M. Schemes costing less than this are funded through the Local Transport Plan block funding which is managed by Metro. Notwithstanding potential moves towards devolving funding, appraisal will remain

important in terms of demonstrating the effectiveness and value for money of proposals at both the central and local levels.

- 3.9 Major schemes are mainly developed to address existing problems with the transport network, although in some circumstances they are justified to facilitate new development. A good example of this is the East Leeds Link Road scheme, which has opened up access to the Aire Valley development area from the M1. Schemes need to meet both local and national objectives. Local objectives are provided in the Local Transport Plan, and these are usually consistent with national objectives.
- 3.10 In the past, road schemes were justified on the basis of predict and provide. This meant that schemes were planned and developed purely on the basis of long term road traffic forecasts. However, in the past two decades the predict and provide approach has been superseded in favour of a more integrated management based process that looks to deliver wider transport strategy goals, primarily because it was realised that it was not feasible to infinitely expand the road network to meet unrestrained demand, especially in cities. On that basis, within main urban areas such as Leeds, highway schemes in particular are not designed to accommodate traffic demand in some future year, perhaps 15 years after opening. Instead they are designed on the basis of forecast opening traffic levels, with potentially some allowance for growth. At the same time appraisals processes have also sought to level the playing field in terms of public transport schemes and to take greater account of indirect issues such as environmental impacts.
- 3.11 Forecasting is an inherently imprecise process as it relies on the use of historic present data to predict the future. Although computerised transport models have been created that are much more sophisticated than those used in the past, it is still difficult to develop models that accurately represent current conditions across the whole of complex transport networks, let alone forecast what might happen several decades into the future. For that reason it is considered more robust to design schemes on the basis of opening year conditions.
- 3.12 DfT requirements for transport appraisal require a scheme to be evaluated over a 60 year period after opening. Usually this means forecasting the situation for the first 30 years, and then assuming constant benefits for the remaining 30 years. Nevertheless, it still remains a significant challenge to forecast conditions for the first 30 years.
- 3.13 DfT guidance requires scheme promoters to use a standard set of forecasts for changes in land use supported by local information on any major developments that are considered very likely to occur. In practice this usually rules out most developments that aren't actually under construction or have progressed a long way through the planning process. The DfT forecasts (usually referred to as Tempro forecasts) provide information on anticipated future population and employment changes by local authority area. This means that all major schemes are appraised on a consistent basis.
- 3.14 In Leeds we use this information to forecast future conditions using the Leeds Transport Model (LTM). This was developed as part of the Transport for Leeds research project, and has been created from major surveys undertaken in 2008/9. The LTM can model both highway schemes and public transport and has been used

for both the recent NGT and Leeds Inner Ring Road Maintenance scheme Best and Final Funding Bids to DfT. Prior to the development of the LTM we used older highway models and these were used for appraising the East Leeds Link Road and IRR Stage 7 schemes. Previously there was no comprehensive model for public transport and schemes were developed and appraised on the basis of bespoke modelling specifically developed for the schemes.

- 3.15 The LTM is a very complex model and isn't suitable for all forecasting. Although extensive in its scope and detail it does not have direct interaction with land use decisions and provides only transport output information. As such a simpler model, called the Dynamic Model (UDM) is being used to inform the identification and prioritisation of strategic transport priorities for the West Yorkshire area wide transport system. This model has functions within it that allow the interactions between transport and land use to be synthesised. It is therefore able to reflect the impact of transport infrastructure on the local economy, and can forecast changes in population and employment resulting from changes in transport provision. The model has a far simpler structure than the LTM and is therefore quicker and easier to use, but it is only suitable for the broad analysis of transport strategies, or assessing the impacts of significant schemes. It can assist considerably in the initial "sifting" of options and scenarios paving the way for the more detail appraisal using the full LTM model.
- 3.16 The UDM doesn't use external growth forecasts like Temprow, but instead is provided with information on land availability for employment and residential development. This can be based on allocations in a development plan. The model then forecasts conditions into the future and determines whether development will take place and to what extent, in addition to basic estimates in terms of changes to travel patterns. In this regard whilst it does not meet the exacting requirements of the DfT, it can provide additional economic information that would otherwise be difficult to derive. As such it has been used alongside the LTM for the recent NGT and LIRR submissions to DfT.
- 3.17 The impacts of individual major land development proposals are not normally modelled using the LTM. However, when these involve significant changes to the transport system, such as road closures or major new highways, then the use of the model would be appropriate. Usually, the transport impacts of significant developments are evaluated by their promoters and submitted to the council in the form of Transport Assessments. They would normally take account of the impacts of committed developments, alongside general traffic growth. Temprow forecasts are often used to inform this process.
- 3.18 For the generally smaller scale projects associated with new developments the Transport Assessment will inform the scope and extent of transport measures introduced to support the scheme. This would include both the physical measures required and the travel planning and public transport packages required. The local management of the highway is then integrated where relevant with systems such as that for Urban Traffic Management and Control to ensure the network continues to be managed effectively. In this regard the modelling is at the micro local junction and network level to derive the optimal settings, timing and linkage for traffic signals where observed traffic data is aligned to the forecasts provided either in the transport assessment or from the LTM.

- 3.19 The delivery of major transport interventions is seldom a quick process, and in some cases can extend over several decades in terms of securing final funding decisions. Local experience with East Leeds Link Road, Inner Ring Road stage 7 and Supertram/NGT demonstrates this point very clearly. The more complex or expensive a scheme, the greater the impact on timescale. Sometimes several rounds of appraisal and forecasting have been necessary before a scheme has been accepted and construction has proceeded. Often this will involve different growth forecasts, and assumptions about committed developments and several iterations of policy requirements at both national and local level.
- 3.20 Finally, and in terms of all forecasting whether it uses nationally based information or more locally derived analysis, it is important also at this point to acknowledge that whatever forecasts are utilised sound monitoring of existing conditions is essential to provide a validated and known baseline. Regular programmes are well established for this, however local surveys cannot cover some of the key behavioural patterns for which the 2001 Census is the best source. It is possible to update some elements, albeit not comprehensively, through the extensive travel surveys and traffic counts undertaken in 2008 for the development of the LTM. However, the 2011 Census will provide important new and robust data with which to allow a re-evaluation and confirmation of key travel trends, especially in terms of travel to work patterns. It will be important to see how the length of commuter journeys has changed over the last 10 years (which significantly increased in the previous censuses) and the proportion of in-commuting to the city.

#### Role of transport availability and tackling deprivation

- 3.21 Social exclusion is a concept used to characterise contemporary forms of social disadvantage, defined as the outcome of multiple deprivations that prevent individuals or groups from participating fully in the economic, social, and political life of the society in which they live. Public transport in particular has a key role to play in tackling social exclusion by providing people with the means to get to the jobs, services and social networks to which everyone should be entitled. The linkages between transport and social inclusion, and the available policy responses, are complex and multifaceted, along side a wider recognition that transport is as much a means for delivering social inclusion as it is a way of getting from A to B.
- 3.22 The Passenger Transport Executive Group, *pteg*, has identified that to successfully connect people to opportunities, public transport should ideally fulfil these four criteria:
- i) It must be available – the public transport network should be within easy reach of where people live and take them to and from the places they want to go at times and frequencies that correspond to patterns of social and working life. People also need to be kept informed of the services that are available.
  - ii) It must be accessible – vehicles, stops and interchanges, and the walking routes to and from these, must be designed in such a way that, as far as possible, everyone is able to use them without unreasonable difficulty.
  - ii) It must be affordable – people should not be ‘priced out’ of using public transport because of high fares and should be able to easily find the right ticket for them.



iv) It must be acceptable – people should feel that public transport is something that is equipped to meet their needs as well as comfortable, safe and convenient.

3.23 The groups that are at risk from exclusion in terms of transport availability have been identified as:

- People without a car – a quarter of all households do not have access to a car and must rely primarily on public transport to get around.
- People on a low income - over half of households on the lowest real income quintile do not have access to a car and more likely to rely on public transport.
- People living on isolated housing estates or in deprived areas where it is not profitable for bus operators to run services.
- People with physical or sensory impairments, health conditions, mental health support needs or learning disabilities who may need extra support or design features to be able to use public transport effectively.
- Older people who may no longer be fit, or feel able, to drive or be able to afford to run a car.
- Children and young people for whom public transport is a prime means of getting around independently, particularly where the journey is not suitable for walking or cycling.
- People living in remote rural areas without access to a car.

3.24 Scrutiny Board members have previously considered the Local Transport Plan. The approach to social exclusion set out in the LTP is through the “Connectivity” theme, which focuses on developing an integrated, reliable and financially sustainable network of transport services that can provide attractive alternatives to the car. This will include focusing on the core network and improving interchange between services. Priorities include developing transport interchange hubs and integrated ticketing using smartcard technology. At the heart of the strategy is a new framework for the procurement and delivery of bus services through either Bus Quality Contracts or a new bus partnership (if it can deliver the desired outcomes). It is envisaged that this will be supported by developing a new model for planning transport services at a community level to address local accessibility issues.

3.25 The LTP strategy supports continued improvements to road safety to reduce casualties further with a particular focus on changing behaviour rather than physical engineering measures. The strategy recognises the importance of coaches for inter-urban journeys and tourism, and will look to support measures to improve facilities including coach parking. Measures to reduce physical, cost and information barriers to travel will be supported. The importance of freight movements to the economy is recognised and a new freight strategy will be developed. Facilities to encourage walking and cycling will be developed further.

3.26 A key element in the planning to improve access to jobs and services has been the introduction of accessibility planning into the local transport planning process and examples will be provided for the Board. These techniques are increasingly being applied within the planning process. In particular this process allows the mapping of

accessibility from a given local area of the city to potential key destination such major employment sites, hospitals, schools and colleges and shopping centres.

- 3.27 Leeds has five wards where 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. There are also other smaller more areas located within communities across the city. So for example it is possible to map from Census Output Area information defining deprivation and local neighbourhood profiling to show such levels of accessibility. Such an approach has been and remains especially important for the ongoing development of plans to support future employment initiatives, in the Aire Valley Leeds for example.
- 3.28 As well as the obvious and compelling need for transport to support connectivity to jobs, there are other more local aspects to transport relationship with local deprivation. The impacts of transport on such as road casualties, pollution and severance, tend to disproportionately affect more deprived areas. Addressing how transport can help meet the travel needs of these areas will need to be a key focus of policies to support and shape the City's future growth and connectivity. For example over recent years public transport fares have increased faster than motoring costs, so public transport has become relatively more expensive which has a range of impacts on low income households that are not limited to access to work.
- 3.29 An example of one area of activity where practical assistance has been provided the West Yorkshire Travel for Work Project. Working with Job Centre Plus between 2007 and 2009 over 4200 people were supported with discounted travel tickets of which 23% said that without such help they would not have been able to accept the job offered. At the time of final monitoring 76% of those still working were continuing to use the bus and over 90% found the travel ticket beneficial for other journeys. Through the Local Sustainable Transport Fund further support is being planned of this nature.

#### Transport as a catalyst for the growth of employment and inward investment.

- 3.30 Transport plays a crucial role in supporting economic development and creating the opportunities for growth. This is well established, originating in modern times with the demonstrated impacts of shipping and canals, then the railways and most recently airways and motorways. All of which have well understood and substantial but differing impacts on improving connectivity and journeys between communities. Business continues to rely on our local, national and international connectivity to offer services and deliver goods, and to drive growth opportunities across different sectors and in different places. The role of transport in economic growth, through the research and development of innovative transport technologies, is also likely to grow as new skills and employment in the sector develops to support an emerging market within the low carbon economy in the future.

3.31 Improvements to transport systems and services can contribute to the regeneration of a local economy and the creation of new jobs or increased employment in the following ways:

- Jobs associated with construction of the scheme;
- Jobs associated with operating and maintaining the scheme
- Jobs arising as a result of the improved travel conditions the scheme delivers; and
- Increased employment by giving residents access to jobs that were previously inaccessible.
- The additional impacts that the agglomeration of business within an area can have for stimulating further employment, such as for example the example the clustering of employment sectors, such as financial services. The former Northern Way identified the importance of this in terms of rebalancing the UK economy.

3.32 It is widely acknowledged that transport issues can hinder growth of employment through congestion and lack of accessibility to the job market. The processes that link transport to economic vitality, and how the investment in transport can be expected to reduce unemployment, either by generating new jobs or by improving access to existing jobs, can be quantified through reductions in travel times and/or congestion at peak times.

3.33 For employers, what matters are the accessibility attributes of a given location, and how a proposed scheme makes that location more or less attractive for the expansion of an existing business or the establishment of a new one. There are several aspects to this where improvements could make an more attractive for business location, and their importance in any instance will vary with economic sector:

- Access to a suitable workforce. This is the number of suitable potential employees living within acceptable travel times and costs;
- Access to or by customers. For retail businesses this will include the number of potential customers living within an acceptable distance. However for many sectors this will be viewed as the time and cost associated with the movement of goods with access to national road and rail networks, airports and seaports being important;
- Access to or by suppliers. Again, the interest will be in the times and costs of moving goods between locations and in or out of sites, possibly including access to the national transport networks, airports and seaports.

3.34 At the local level within Leeds and the city region there are a number of examples of these impacts from past schemes and evidence used based on the aforementioned principles to show that future investment proposals will deliver economic benefits. These will vary between projects and ultimately the benefits may be concealed within the mass of overall economic and employment intelligence, which often makes it harder to attribute the actual employment impacts after the event.

3.35 The electrification of the Airedale and Wharfedale railway lines in the 1990's has had a major impact on commuting patterns and housing demand and values in the North

West of the city region making Leeds and Bradford city centres more accessible to the communities served by the line. This accords with well established impacts of railway electrification. The presence of this modern railway line is one of the key factors in the forthcoming redevelopment of the former Kirkstall Forge site where the previously mentioned new railway station is a crucial attraction to delivering a modern sustainable flagship development at the site, with ultimately up to 2,600 jobs.

- 3.36 East Leeds Link Road is recognised as critical to the release and development of the major employment sites in the Aire Valley Leeds corridor. Without it it would not have been possible to contemplate a Local Enterprise Zone with the potential to bring a £550 economic boost and over 9,500 new jobs by 2025. The economic climate since the road was completed in 2009 has had a big impact on the development of the area making it difficult to pin down job creation impacts so far. However, it is clear that the road has already provided a big boost to business confidence in the area. The commitment to the road has attracted new investment and has supported a positive approach to the area by existing businesses. At the time of bidding for the scheme Economic Impact Assessment indicated the potential to support an estimated 10,000 new jobs.
- 3.37 In terms of new major schemes the improvement to accessibility delivered by the proposed NGT trolleybus network is forecast to mean up to 4,000 new jobs, and £160m per annum benefit for the economy by 2030. This is in addition to the jobs that will be created constructing the trolleybus network, which could be as many as 2,000, and the 250 permanent jobs for people managing and running the system. Most of these jobs will be in the private sector and many of the people to fill these jobs are likely to be found across Leeds, West Yorkshire and the wider City Region.
- 3.38 Although having a rather different purpose, the appraisal for the Leeds Inner Ring Road major maintenance scheme illustrated that by enabling the Woodhouse Tunnel to be kept open the scheme safeguard 24,000 more jobs in the city centre in 2029. This reflected the potential loss of city centre employment if it became necessary to close the inner ring road at this location which would have a very significant and far reaching impact on accessibility both for all forms of road traffic.
- 3.39 These latter two examples also illustrate the outputs that are derived from the Urban Dynamic Model.
- 3.40 Additional illustrative material supporting this report will be provided to Members before the meeting.

## **4 Corporate Considerations**

### **4.1 Consultation and Engagement**

- 4.1.1 The development of the Local Transport Plan was underpinned by a West Yorkshire wide process of engagement with Members, Stakeholders, transport users and residents. No further consultation on transport plans has been undertaken since this was concluded.

### **4.2 Equality and Diversity / Cohesion and Integration**

- 4.2.1 The development of the Local Transport Plan has been informed by the preparation of an Integrated Sustainability Assessment which has included assessing the impacts of the transport policies and strategy on these issues. In terms of more specific schemes and policy developments further equality and diversity screening and assessment will take place on an individual basis as proposals are developed further.

### **4.3 Council Policies and City Priorities**

- 4.3.1 The development and progression of transport strategy specifically supports the delivery of the City Priorities to:
- Improve journey times and the reliability of public transport; and
  - Improve the environment through reduced carbon emissions.

### **4.4 Resources and Value for Money**

- 4.4.1 This report does not provide detailed coverage of major expenditure plans. However, all significant schemes are the subject of a proportion appraisal to assess value for money, project benefit and the alignment with key policy before strategic decisions are recommended.

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

- 4.5.1 This report has no specific legal or access to information implications.

### **4.6 Risk Management**

- 4.6.1 This report has no risk management implications. Processes for risk and project management are in place for the delivery of LTP policies and programme and, in line with the Council's own practices and procedures, for Leeds highways and transportation schemes.

## **5 Conclusions**

- 5.1 This report has provided the initial basis for the Scrutiny Board's further consideration of aspects of transport planning for the city and established the overall basis for forecasting of transport impacts and demand.

## **6 Recommendations**

- 6.1 Members are requested to note and comment on this paper.

## **7 Background documents**

- 7.1 The following background documents relate to this report.

- i) "My Journey West Yorkshire", West Yorkshire Local Transport Plan 2011-26, April 2011.
- ii) Draft Leeds Local Implementation Plan and Strategy, January 2011.