Contents

1 Introduction 3
2 Strategy Context 5
3 Leeds Local Implementation Plan 2011-14 14
4 Strategic Transport Investments 22
5 Partnership 29
6 Performance monitoring and review 30
Appendix A
Leeds Implementation Plan 2011-14 31
This Leeds Local Implementation Plan forms a daughter document of the West Yorkshire Local Transport Plan and supports its overarching vision and objectives. The document sets out our short term proposals through the Implementation Plan for 2011-14, and sets out a longer term strategy context within the plans for the City Region to ensure we maintain a forward-thinking approach and have a clear plan for the future. This will centre on creating a high quality, sustainable transport system, which can support healthy and successful communities and support economic development. There will be a renewed focus on the use of sustainable and active travel modes, increasing the quality and reliability of public transport, alleviation of congestion, improvements in air quality and in road safety.

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 authority areas of Bradford, Calderdale, Kirklees, Leeds and Wakefield. 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 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 transportation.

Prepared to complement overall strategy and plan for West Yorkshire set out in the LTP, this Leeds Local Implementation Plan sets out in greater detail the planned investments in transport at the local level over the next three years. Recognising the need to give greater clarity to transport planning for Leeds, the document also sets out the strategy context, strategic transport investments 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, with its LTP partners, opportunities to develop new funding approaches for delivering an enhanced transport infrastructure in the future, to support the Local Transport Plan aims and objectives. Leeds City Council has been successful in a bid for funding from the Department for Transport (DfT) in order to carry out major works to three structures on the Leeds Inner Ring Road. Furthermore, the DfT has recently approved a bid for funding from the Local Sustainable Transport Fund (LSTF) to provide further support to the WY Travel Plan Network and the Travel to Work project. A national thematic bid to the LSTF has also recently been approved which will provide a package of improvements to selected schools in Leeds to increase the mode share of walking, cycling and public transport. Proposals for a New Generation Transport (NGT) trolleybus system were granted Programme Entry Status by the Secretary of State in July 2012.
LOCAL CONTEXT

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.

Over the past decade the city has experienced a large in-migration of economically active people looking for a better quality of life. The population of Leeds in 2010 was estimated at 780,900 and is forecast to reach 885,200 by 2026 (Office of National Statistics, 2010). While the 2011 Census results will provide a clearer picture, all forecasts predict the city’s population will continue to grow.

LEEDS TRANSPORT VISION

In line with the Vision for Leeds 2030 (Our vision to be the best city in the UK), and the City Priority Plan 2011 to 2015, our vision for transport is for Leeds to be a city:

- That has high-quality, accessible, affordable and reliable public transport;
- Has increased investment in other forms of transport, such as walking and cycling routes, to meet everyone’s needs;
- Where people choose sustainable travel options;
- Where people are safe and feel safe;
- Where people are active and involved in their local communities; and
- That has reduced carbon emissions.

Strategy Context

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 17% of the population in Leeds is made up of people from black and ethnic minority communities (Office of National Statistics, 2009).

Leeds is the largest and most significant economic centre in the LCR and there remains significant potential for further growth. Leeds is home to regionally important medical centres such as those at St James’s Hospital 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. Leeds is currently the largest centre for financial and business services outside of London; and this sector accounts for 29% of Leeds’ total employment. 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 total employment is currently estimated at 444,600 (Leeds Economy Briefing Note, May 2012). A greater number of people commute into Leeds 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.

Having weathered the current recession, a return to growth in employment, with many more jobs being created in the city centre and the Aire Valley is expected.
The completion of the Leeds Arena and the Trinity Leeds and Eastgate Harewood Quarter retail developments are expected to attract many more people to the city centre, not just from Leeds but from all over the north of England.

The planning policy for Leeds is being set out in the emerging Local Development Framework (LDF). The Core Strategy is the principal document in the LDF, and sets out the Council’s vision for the future development of Leeds to 2026. The strategy identifies four key transport issues in Leeds which present a challenge to accommodating 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 several major development sites are identified as part of the emerging Local Development Framework (LDF). These include:

- The South Bank and Aire Valley Leeds area - identified as an Urban Eco Settlement and will form the subject of an Area Action Plan within the LDF. Aire Valley Leeds has been approved as a designated Local Enterprise Zone, intended to stimulate areas of the country through tax breaks and reduced planning restrictions. The sustainable regeneration of this area will provide up to a million square metres of new employment floor space, providing for up to 40,000 new jobs, and 12,000 new homes.
- East Leeds Regeneration - promotion of housing-led regeneration schemes, targeted across the East Leeds Area.
- West Leeds and Leeds City Centre - city centre development is focussed around regenerating existing office and industrial space to provide new retail, offices and housing. The City Centre is to be the main focus for office development in the District (focussed upon the West End, South Bank and Holbeck Urban Village). The Leeds Arena is set to open early in 2013 and the Leeds Trinity shopping centre is also due to open in 2013.
- Kirkstall Forge - regeneration of the former industrial site to create offices, retail units, bars and restaurants together with almost 1,400 residential units accommodating around 3,000 people. A new rail station at Kirkstall Forge is planned to support this development, with funding from the DFT and the developer.
- 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.

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. Five wards in Leeds have more than half their Super 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.

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. Public transport accessibility across West Yorkshire is good. Further public transport improvements are essential to enable better accessibility to employment opportunities and key services.

TRANSPORT ISSUES

Travel Patterns

The increase in population, employment, city living and in the number of visitors to the city for shopping or leisure purposes over the last decade has 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 1). Outbound commuting, from Leeds to other West Yorkshire districts and beyond the West Yorkshire boundary, has also increased but to a lesser extent.
Figure 2 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.

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 and 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 2011, 2686 road casualties in Leeds were reported to the police; the lowest ever recorded. This trend of casualty reduction is not distributed across all road user groups. The upward trend since 2001 amongst adult pedal cyclists, which briefly halted in 2010, has resumed with the increase in 2011. This upward trend relates with a significant and continuing increase in the number of people cycling. The number of motor cycle casualties fell significantly in 2010, but has increased by 14% in 2011. The number of casualties killed or seriously injured (KSI) has fallen significantly over the last two years, and the national targets for 2010 and LTP targets have been achieved (Figure 3).

**Future Challenges**

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. As the population is predicted to continue to grow, it is imperative that plans are made now to ensure the city can effectively manage and embrace these forecasted changes.

In recent times, the Leeds economy has been facing challenges presented by the crisis in the financial markets, which poses challenges to the key Financial and Business Services sector, as well as the wider impacts of the downturn. Throughout previous downturns the Leeds economy has remained resilient, partly due to its strength and breadth across a diverse range of sectors. Economic growth and supporting growth in a diverse range of sectors is central to the City’s growth strategy and in spite of the current downturn, the Leeds economy is forecast to grow over the next decade. 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.

Furthermore, 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.

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. 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, more resilient and economically competitive future for the city.
The LCR Local Enterprise Partnership’s (LEP) business plan sets out the long term vision for a Leeds City Region that is ‘a world-leading dynamic and sustainable low carbon economy that balances economic growth with a high quality of life for everyone.’ Transport will have a great role to play in the achievement of this vision and this may provide the Leeds City Region with the opportunity to develop innovative transport solutions as part of wider economic recovery plans. The LEP is looking to further improve delivery through the City Deal proposals, announced by Government in July 2012. The City Deal will provide additional powers, flexibilities and responsibilities to take decisions locally on investment priorities and funding. The Deal also gives LCR new powers over transport. LCR will establish a £1bn West Yorkshire Transport Fund and the five West Yorkshire authorities will move to a Combined Authority model.

There is little spare 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 could 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) improved management of streetworks and through increased capacity on the city’s ring roads to aid orbital journeys.

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 manage 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 developed 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.

Regeneration schemes in Leeds provide the opportunity to address deprivation by ensuring that investment, infrastructure provision and environmental improvements are targeted towards those areas most in need of renewal. This may also include provision of local, community-based facilities and services which are particularly accessible by walking and cycling. Transport infrastructure is an integral part of regeneration schemes to ensure that people are able to access employment, services and facilities. Better transport and especially public transport contributes to this process by improving accessibility, supporting efforts to tackle deprivation and as an integral part of development and regeneration initiatives that address issues of social exclusion. 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.

Given the challenges outlined above, a series of proposals have been set out by Leeds City Council, Metro and partners to transform transport provision in Leeds inline with LTP and LCR strategy. An overview of these proposals is included in Figure 4. 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 are anticipated to relieve overcrowding on the trains, and new stations with car parking will increase
the availability of rail travel to more people. There are proposals to electrify the trans-Pennine rail line between York, Leeds and Manchester, creating a faster service and more attractive alternative to the M62.

The introduction of smart card technology across West Yorkshire is expected to 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.

A new approach to the management and delivery of bus services is being progressed, to 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 are planned to make interchange between modes and routes much easier.

Development of the Leeds Core Cycle Network will encourage more people to cycle around the main urban areas and have access to the countryside, by providing alternative routes 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 are planned to provide increased highway capacity for orbital journeys, to help to reduce traffic levels within the city, and to enable motorists to avoid the more congested parts of the network. Major maintenance works planned on the inner ring road will prolong its life and maintain this vital element of the road network.

A new transport strategy for the city centre is being developed, which will contribute to significant improvements in the urban realm, create an environment which is less traffic dominated, improve quality of life and support future urban renaissance. Figure 5 provides an overview of the proposals for the City Centre 2011-26. Central to this is the proposed traffic management and regulation plan which plans to make better use of the inner ring road and proposes a revised traffic circulation system to reduce through traffic from the core of the city. This would enable more streets to be pedestrianised, and would 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 be reviewed to create more priority for pedestrians and public transport and to reduce the dominance of traffic. There are proposals for City Square to be pedestrianised, creating a new focal point for relaxation and events. This would connect 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 reviewed to create a pedestrian priority route for access to the retail core of the city from the station. Access arrangements are to be reviewed through the course of masterplanning for the station site.

New ways of supplying better transport provision to serve the night time economy will be examined.

There are proposals to provide better facilities for waiting taxis, and to enhance car parking choices with better quality information and a ring of new park and ride sites.

These measures will be supported by education, training and publicity measures to encourage the use of more sustainable travel modes, support behaviour changes and promote road safety.

For people travelling further afield, there are proposals to transform surface access to Leeds Bradford International Airport with the provision of a new direct road link from the A65 to the airport, and a tram train connection from the Harrogate rail line, delivering a fast route to the city centre. The first phase of the high speed rail link to Birmingham and London 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.
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 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 2013-14.
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 workplaces 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.

---

**Table 1: Leeds Local Implementation Plan Investment Programme**

<table>
<thead>
<tr>
<th>Capital Programmes *</th>
<th>Source</th>
<th>2011-12 (000’s)</th>
<th>2012-13 (000’s)</th>
<th>2013-14 ** (000’s)</th>
<th>TOTAL** (000’s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minor Scheme Programmes</td>
<td></td>
<td>Actual</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Highway Maintenance</td>
<td>LTP</td>
<td>5,300</td>
<td>7,845</td>
<td>4,894</td>
<td>18,039</td>
</tr>
<tr>
<td></td>
<td>LCC</td>
<td>9,288</td>
<td>10,101</td>
<td>5,000</td>
<td>24,389</td>
</tr>
<tr>
<td>Highway Bridges/Structures</td>
<td>LTP</td>
<td>3,389</td>
<td>2,474</td>
<td>2,500</td>
<td>8,363</td>
</tr>
<tr>
<td></td>
<td>LCC</td>
<td>0</td>
<td>550</td>
<td>0</td>
<td>550</td>
</tr>
<tr>
<td>Integrated Transport</td>
<td>LTP</td>
<td>4,070</td>
<td>4,679</td>
<td>3,968</td>
<td>12,717</td>
</tr>
<tr>
<td>Traffic Management</td>
<td>LCC</td>
<td>289</td>
<td>552</td>
<td>200</td>
<td>1,041</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>22,336</td>
<td>26,201</td>
<td>16,562</td>
<td>65,099</td>
</tr>
<tr>
<td>Major Schemes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A65 Quality Bus Corridor</td>
<td>DfT</td>
<td>6,753</td>
<td>3,800</td>
<td>570</td>
<td>11,123</td>
</tr>
<tr>
<td>Inner Ring Road Stage 7</td>
<td>DfT</td>
<td>64</td>
<td>200</td>
<td>200</td>
<td>464</td>
</tr>
<tr>
<td>Inner Ring Road Bridges/Structures</td>
<td>DfT</td>
<td>739</td>
<td>2,480</td>
<td>9,080</td>
<td>12,200</td>
</tr>
<tr>
<td></td>
<td>LCC</td>
<td>0</td>
<td>1,000</td>
<td>1,000</td>
<td>2,000</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>7,556</td>
<td>7,480</td>
<td>10,850</td>
<td>25,886</td>
</tr>
</tbody>
</table>

* Includes all expenditure for which LCC is the project sponsor.
** Future years funding to be confirmed

Note: Funding figures are gross inclusive of third party contributions
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. 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.

Effective highway maintenance plays a strategic role in supporting economic development; the quality of the principal road network can help to encourage inward investment. Maintenance of the local road network and the supporting infrastructure, such as roads into industrial estates, is essential in supporting commerce.

Essential, safety critical maintenance work has recently been 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. Further detail on this scheme is included in the Potential Future Schemes section. 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.

Proposals for a common permit scheme for street and highway works in Leeds have been approved by Government, and commenced operation in June 2012. This scheme is planned to deliver public benefits by minimising the inconvenience and disruption caused by road works for all road users and will support the statutory Network Management Duty.

**Assets Proposals for Leeds 2011-14**

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

- Leeds Inner Ring Road major maintenance and strengthening scheme
- Maximising use of the existing highways asset through the use of technology and enforcement
- Annual programme of kerbing, footway and carriageway maintenance
- 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 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.

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, economic 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 completed 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 and the Access for Education 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. A package of
improvements to selected schools is proposed to increase mode share by walking, cycling and public transport. The LSTF will also allow additional LCCN routes to be brought forward and will complete the Legible Leeds walkability project. Improvements to specific Public Rights of Way can also help contribute to walking and cycling journeys, safe routes to school and better links from the inner suburbs to the countryside.

Transport schemes are audited to ensure provision for cycling has been incorporated and the provision of cycling infrastructure is progressed in line with formal guidance and design standards. Further significant improvements will further be progressed through input into general traffic schemes, private developments and regeneration projects. Furthermore, supportive education, training and marketing initiatives will be required to encourage the uptake of more sustainable modes of travel, and to encourage active travel.

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.

It is expected that travel plans will continue to be secured and promoted at workplace and residential developments across the city in line with planning policies. This process creates a package of measures to address the transport needs of a specific development or organisation, and aims to reduce the need to travel by non-sustainable modes. The Council will also continue to support the expansion of car club provision in Leeds. Car clubs can play a significant role in reducing car ownership and private car trips and in alleviating parking issues.

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 legs 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 transport Low Emissions Strategy for West Yorkshire
- Integration of the New Air Quality Action Plan for Leeds and target initiatives to mitigate Air Quality Management Areas
• Complete a Defra funded study into the case for and feasibility of establishing a Low Emission Zone (LEZ)

• With partner organisations, provide new electric vehicle charging points and developing the role of the Council’s bio-methane vehicle refuelling station

• Education, training and promotion measures to encourage behaviour change, increase use of sustainable travel modes and improve road safety.

**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 two documents (Sites for Concern and Lengths 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 plans 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.

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. The Rights of Way Improvement Plan identifies the Council’s priorities for action in this regard, up to 2017. 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 including the provision of greater priority for pedestrians at signalised junctions where appropriate.

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. 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 traffic 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 Automatic 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.
Working with Metro and bus operators, Leeds City Council will help to deliver a strategic bus-based 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, have been 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 and by walking, which will provide key information required by potential passengers in easy to use digital formats and will provide opportunities to interchange. A hub will be defined on transport maps and have 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) are being 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 currently aims to publish a Public Interest Statement during 2012 to be followed by a period of formal public consultation on the proposals.

The scheme could then be introduced from 2013. At the same time the Association of Bus Operators in West Yorkshire (ABOWY) are continuing to consider how they could achieve the same benefits through working in partnership.

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 and communities 20mph programme
- A647 Canal Street outbound bus lane
- Harrogate Road, Chapel Allerton bus priority scheme
- Continued delivery of pedestrian crossing facilities, identified through the annual review process
- Commence delivery of a series of transport hubs across the city at key locations
- Bus priority measures associated with a bus Park & Ride
- Continued development of the Bus Lane Enforcement (BLE) project
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 initial period of the LTP 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 22 (out of 66) 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.

Three major schemes are proposed which will contribute to the enhancements theme and are anticipated to be completed within the period of this implementation plan. The A65 Quality Bus Corridor scheme is currently under construction and is expected to be complete in summer 2012. A new Southern pedestrian entrance to Leeds Rail Station is proposed to provide quicker pedestrian access to the south side of the station and relieve pressure on the congested northern entrance. Two new rail stations are to be constructed at Kirkstall Forge and Apperley Bridge. Proposals for a New Generation Transport (NGT) trolleybus system were granted Programme Entry status by the Secretary of State in July 2012. Further details on all of these schemes are provided in the Potential Future Schemes 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
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 potential future schemes and strategic transport investments which are being progressed through this implementation plan period, and which are anticipated to be completed within the LTP3 lifespan 2011-26.

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 delivers a package of bus priority measures and enhanced facilities for pedestrians and cyclists on the A65 between Kirkstall Lane and the inner ring road. Construction started in April 2010 and the scheme had its official launch in September 2012.

- **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. The scheme has recently been given DfT approval and is identified in the National Infrastructure Plan. The stations could be open by 2015.

- **New Generation Transport (NGT) trolleybus scheme**
  The NGT scheme comprises 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 scheme was granted Programme Entry by the Secretary of State in July 2012. Development work has now commenced to take the scheme through Transport and Works Act procedures during 2013. It is planned that the scheme could be operational during 2018.
• 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. These key structures are on the earliest stages 1 to 3 of the Leeds Ring Road, constructed between 1968 and 1974, and hence are reaching the end of their service lives owing to a combination of factors such as increased traffic volumes, increases in vehicle axle loadings and the impact of winter maintenance. 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. A major scheme bid for this work was approved by DfT in December 2011. Works at New York Road and Lovell Park Road Bridge have commenced.

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 accommodating the city’s aspirations for the future. 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 progress schemes that will reduce through traffic and re-prioritise the needs of the pedestrian.

• Traffic Management in the Urban Realm

It is proposed to change traffic circulation within the city centre to restrict the availability of routes for through journeys, to reduce the dominance of traffic particularly, within the public transport box and to enhance the environment for pedestrians and cyclists. This work will be progressed in conjunction with improvements to the inner ring road – set out under the highways schemes section below.

This work will allow City Square to be partially pedestrianised by eliminating general car traffic and managing bus and local access traffic. Further attention
will then be given to New Station Street as a pedestrian priority route from the station to the core retail and business areas.

• Parking and traffic management
Following a review of City Centre car parking, an interim policy for city centre commuter car parking on cleared sites was adopted in September 2011. Further development of the city centre traffic regulations and controlled parking zone is proposed; further consideration will be given to traffic regulations in the central and fringe areas.

• Bus based park and ride
Proposals are being developed for a new, bus-based park and ride site at Elland Road, with 750-1000 spaces for delivery within the next two years with a further site in the Aire Valley Leeds area, 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 2012; this will establish the principles for the future management of the road network. Increasing efficiency through a collaborative approach to UTMC operations across West Yorkshire is 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. These measures will be complemented by the street works permit scheme.

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). The government has recently announced plans for electrification of the trans-Pennine rail link between Leeds and Manchester via Huddersfield. This will provide a faster and more attractive, cross-Pennine train service.

• East Leeds Parkway rail station
The potential for a new strategic park and ride facility with 500 parking spaces, has been identified, 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. Initial development has been undertaken
by Network Rail and Metro, and further progress will be subject to funding and scheme priorities.

- **High Speed Rail (HS2)**

  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 2032-33. Yorkshire stands to reap over £2 billion 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 LTP3, 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 of HOV lanes will be considered.

- **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. The service is currently available on certain services for concessionary travel card holders. The project will be rolled out to other users from 2012 and 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. Proposals are being developed to improve the Armley Gyratory junction, 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 is proposed to address medium to long term maintenance and city centre traffic management requirements. This will complement the more immediate needs for major maintenance, to three structures on the Leeds Inner Ring Road, for which Leeds City Council has successfully secured DfT funding.

- **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 a phased package of measures are to be drawn up during this implementation plan period.

- **Aire Valley Leeds transport strategy**

A package of improvements to complement the Local Enterprise Zone and development proposals, is being prepared. This will facilitate the better 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 and the signalisation proposals for Horsforth roundabout, this scheme will extend the quality bus corridor to the airport. These plans will complement LCR strategy proposals for improvements to the Leeds-Harrogate rail line, including options for electrification, a new link to the airport, higher service quality, frequencies and passenger capacity.

**Sustainable transport**

- **Leeds Core Cycle network**

The Leeds Core Cycle Network will provide a system of cycle routes linking existing cycle paths and traffic-calmmed roads to provide continuous routes into the city centre from throughout the main urban area of the city. The aim is to encourage more commuters to use bicycles to get to work and to provide more routes for leisure cyclists.

Associated publicity will continue to be progressed as the remaining routes are completed. Phase 1 is currently underway and will provide 17 arterial routes covering 71 miles; this is anticipated to be complete in 2016-17. Phase 2 will subsequently provide additional routes and
links to increase connectivity between the arterial routes and is anticipated to be complete by 2022-23.

• Sustainable school travel and reducing traffic speeds

Over the course of the LTP3 period further development to extend coverage of 20mph speed limits on the roads outside schools in Leeds is proposed, complemented by a network of safe accessible walking and cycling routes to encourage sustainable school travel. This also complements work to develop school travel plans - to promote safe, sustainable and less car dependent patterns of travel. Year on year investment on this work has already started and it is anticipated that during the LTP3 time period, all minor roads in residential areas will benefit from a 20mph speed restriction, 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 (including bus and trains, car sharing and car clubs) and ‘active travel’ (walking, cycling) will be 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, commercial and education developments. The WYLT Partnership has been allocated £4.1million from the Local Sustainable Transport Fund (LSTF), which will further support the WY Travel Plan Network, the Travel to Work project, and will help to create new walking and cycling routes across the county. This workstream will be supported by associated education, training and publicity measures. The DfT have also recently approved LSTF funding for a national ‘Access to Education’. This will provide a package of improvements to selected schools in Leeds to increase the mode share of walking, cycling and public transport.

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

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 managing transport emissions and transport related air quality issues, through the development of a future Low Emission Strategy (LES).

TIMESCALES

Funding and resources will clearly dictate the pace of implementation but the shown in figure 6 anticipated timetable shown in figure 6 provides an indication of how the delivery of the strategy could progress with appropriate financial support.
### 2011 - 2026 LOCAL TRANSPORT PLAN 3 PERIOD

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>A65 Quality bus scheme</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Leeds station southern entrance</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NGT trolley bus with P&amp;R</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Leeds rail growth package (Kirkstall Forge &amp; Apperley Br stations)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>East Leeds Parkway station (Micklefield)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tram train link to airport</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>High speed rail (HS2) Birmingham-Leeds</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City Centre Strategy</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus based park and ride</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus priority measures</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus quality contract/partnership</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Smartcard ticketing (Yorcard)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inner ring road major maintenance</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inner ring road improvements</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outer ring road improvements</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Airport link road</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Core cycle network - phase 1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Core cycle network - phase 2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aire Valley Transport Strategy</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>UTMC Network Management Strategy</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Figure 6: Anticipated Timescales

- Planning/design
- Construction/implementation
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, the West Yorkshire Casualty Reduction Partnership, and has established a partnership with the West Yorkshire Fire and Rescue Authority (WYFRA).

Leeds City Council is one of the Leeds Initiative partners; a 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.
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 is planned with stakeholders to develop the West Yorkshire targets and indicators. It is anticipated that these will be published in 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 for this demand and is not a restriction on economic growth. The models will be kept up-to-date and relevant with information about new developments and changing traffic and travel trends. New information such as census data will also be used.

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

1. Transport user and public satisfaction / preference surveys
2. Road casualty data
3. Traffic speed surveys
4. Automatic and manual traffic counts
5. Journey times on 13 major routes in Leeds
6. Scheme before and after studies
7. Air quality at key sites
8. Peak period traffic flows (modal split)
9. Cycle numbers
10. Annual West Yorkshire Travel Plan Network travel to work survey
11. Travel origin and destination surveys
12. Mode of travel to school data is collected through the Pupil Level Annual School Census (PLASC).
13. Asset condition surveys

REVIEW

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.
Appendix A: Leeds Implementation Plan Programme 2011 to 2014

### LTP3 THEME: ASSETS

<table>
<thead>
<tr>
<th>Scheme Name</th>
<th>Scheme Description and Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Highway Maintenance</strong></td>
<td><strong>Minor maintenance works</strong> 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.</td>
</tr>
<tr>
<td><strong>Network Management Permit Scheme</strong></td>
<td>Permit Scheme on the busiest part of the network, to improve the management of streetworks and minimise their delay and inconvenience to road users.</td>
</tr>
<tr>
<td><strong>Condition Surveys</strong></td>
<td>This workstream includes the continuation of compulsory survey of all classified roads, which helps to identify and prioritise works. In addition, surveys on the A roads using the scrim skidding resistance machines will continue.</td>
</tr>
<tr>
<td><strong>Kerbing, footway and carriageway works</strong></td>
<td>Programme of kerbing, footway and carriageway works on local roads across the Leeds district.</td>
</tr>
<tr>
<td><strong>Surface Treatments</strong></td>
<td>Programme of schemes covering surface dressing and microasphalt treatments.</td>
</tr>
<tr>
<td><strong>Drainage schemes</strong></td>
<td>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.</td>
</tr>
</tbody>
</table>

| **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.                                                                                                                   |
| **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. |
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 Management and Control (UTMC) 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.

**LTP3 THEME: CHOICES**

<table>
<thead>
<tr>
<th>Scheme Name</th>
<th>Scheme Description and Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Integrated Transport</strong></td>
<td></td>
</tr>
<tr>
<td>Leeds Core Cycle Network (LCCN) - Route 10: Bradford to Leeds City Centre</td>
<td>Development of a cycle route between Bradford 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. Match funded by Local Sustainable Transport Fund (LSTF).</td>
</tr>
<tr>
<td>LCCN Route 12 Garforth - Leeds City Centre</td>
<td>Development of a cycle route between Garforth and the City Centre as part of the LCCN project. Match funded by (LSTF).</td>
</tr>
<tr>
<td>Cookridge Street Cycle Route City Centre</td>
<td>Key component of the LCCN and City Centre Transport Strategy and the Vision. Connects universities and civic quarter to the rail station and improves cyclist's safety. Match funded by (LSTF).</td>
</tr>
<tr>
<td>Scheme Name</td>
<td>Scheme Description and Objectives</td>
</tr>
<tr>
<td>---------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Smartcard Ticketing</td>
<td>Roll out of the Yorcard scheme.</td>
</tr>
<tr>
<td>LCCN Route 9: Chapel Allerton to City Centre</td>
<td>Development of a cycle route between Chapel Allerton and Leeds City Centre as part of the LCCN project.</td>
</tr>
<tr>
<td>LCCN Further Routes</td>
<td>Development of further elements of the LCCN subject to match funding availability</td>
</tr>
<tr>
<td>Town &amp; District Centre Parking Schemes</td>
<td>Working with local stakeholders to fund low cost prioritised parking interventions arising from local centre parking reviews, including six centre reviews already underway.</td>
</tr>
<tr>
<td><strong>LTP3 THEME: CONNECTIVITY</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Integrated Transport</strong></td>
<td></td>
</tr>
<tr>
<td>Bus based Park and Ride</td>
<td>Provision of a bus based park and ride site to support city centre transport and parking strategy. This will help to meet future parking demands anticipated from major development. The first site is likely to be at Elland Road.</td>
</tr>
<tr>
<td>A653 Dewsbury Road, Bus Priority Measures</td>
<td>Bus priority measures and improvements at the Tommy Wass junction.</td>
</tr>
<tr>
<td>Canal Street Bus Lane</td>
<td>This scheme uses queue relocation technology, and provides a bus lane, giving priority to outbound buses. The scheme complements earlier measures on the Armley corridor.</td>
</tr>
<tr>
<td>Roundhay Road Integrated Transport Scheme</td>
<td>Combined bus priority and casualty reduction scheme to tackle a road casualty and congestion hotspot. The scheme will provide a new outbound bus lane and crossing points.</td>
</tr>
<tr>
<td>Gelderd Road / Wheatsheaf junction</td>
<td>Bus priority measures inbound on A62 Gelderd Road at the Wheatsheaf junction.</td>
</tr>
<tr>
<td>Harrogate Road, Chapel Allerton bus priority scheme</td>
<td>Provision of an inbound bus lane, pedestrian measures and formalisation of parking measures on Harrogate Road to alleviate congestion.</td>
</tr>
<tr>
<td>Pedestrian Crossings</td>
<td>Pedestrian crossings identified through requests, and prioritised through an annual review process, to target community severance and road safety. Up to 10 crossings delivered per year.</td>
</tr>
<tr>
<td>Accessibility</td>
<td>Schemes to support disabled access measures and support the Public Rights of Way Improvement Plan.</td>
</tr>
<tr>
<td>Further Schemes</td>
<td>Additional schemes include continued development of the Bus Lane Enforcement project, investment in road safety enforcement cameras, improvements to existing bus guideways. 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.</td>
</tr>
<tr>
<td>Scheme Name</td>
<td>Scheme Description and Objectives</td>
</tr>
<tr>
<td>-------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Integrated Transport</td>
<td></td>
</tr>
<tr>
<td>A65 Quality Bus Corridor</td>
<td>Integrated bus priority major scheme along the A65 between Kirkstall Lane and Leeds City Centre.</td>
</tr>
<tr>
<td>Leeds Station Southern Entrance</td>
<td>A new entrance providing access to the developing southern city centre alleviating congestion at existing entrance.</td>
</tr>
<tr>
<td>Leeds Rail Growth Package</td>
<td>Development of two new stations at Kirkstall Forge and Apperley Bridge and 400 associated car parking spaces.</td>
</tr>
<tr>
<td>Dynamic Signing</td>
<td>Introduction of Dynamic City Centre signing at key locations around the inner and outer ring road.</td>
</tr>
<tr>
<td>20mph schemes</td>
<td>Expansion of the previous 20mph zones and limits programme, in light of the recent relaxation in government guidelines. Up to 30 schemes per year starting in 2013.</td>
</tr>
<tr>
<td>Road Safety Schemes</td>
<td>Local safety schemes to ameliorate specific road casualty issues. Schemes prioritised from a comprehensive annual review process. Typically 12 schemes delivered per year.</td>
</tr>
<tr>
<td>A6120 Horsforth Junction Signalisation and Improvements</td>
<td>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. Would augment funding from a developer scheme if approved. Includes bus priority measures.</td>
</tr>
<tr>
<td>Traffic Light Priority</td>
<td>Introducing traffic light priority for buses at up to 200 traffic signal locations throughout West Yorkshire.</td>
</tr>
<tr>
<td>Fire Service Priority Scheme</td>
<td>Work with the Fire and Rescue Service to provide traffic signal priority for emergency vehicles at key locations, to improve attendance times and reduce risks to the public.</td>
</tr>
<tr>
<td>Armley Gyratory Improvement Scheme</td>
<td>Key element of city centre transport strategy and vision for delivery of traffic improvements and enhancement of the city centre. 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. Will require a major scheme funding bid. The scheme design will be developed and progressed during the first Implementation Plan period.</td>
</tr>
<tr>
<td>A643 / M621 Islington Roundabout</td>
<td>Signalisation of the Ingram Distributer / M621 Junction 2 (Islington) roundabout, with benefits for casualty reduction and congestion.</td>
</tr>
<tr>
<td>A647 Dawsons Corner - Highways Improvements</td>
<td>Highways improvements, including signalisation of Owlcotes Lane/Bradford Road to ease access from New Pudsey rail station, and some bus priority measures on Bradford Road.</td>
</tr>
</tbody>
</table>
A660 Otley Road / Weetwood Lane Traffic Management Scheme
Integrated package to improve parking arrangements and extend hours of operation of the bus lane to alleviate congestion and reduce road casualties.

A6120 Rodley Roundabout Improvement
Key element of the Ring Road route strategy. Design work for a signal scheme will be progressed following a feasibility study.

A6120 Moortown Roundabout Improvements
Scheme to signalise the Ring Road / Harrogate Road junction and provide bus priority measures, to alleviate congestion. Design work will be progressed following a feasibility study.

Further Schemes
Key priorities include city centre strategy, ring road route strategy and investment complementing the airport surface access strategy. Funding has been identified during the first Implementation Plan period to support the development of a city centre major scheme package and development of schemes for the proposed West Yorkshire Transport Fund.