

6.6 Leeds

6.6.1 *Proposals affecting Leeds routes*

Economic regeneration and growth

The Gross Added Value (GVA) in Leeds is expected to increase to £18.1bn by 2016 and economic development in the City centre continues, although the current economic recession may start to impact in the coming year.

Employment

The forecast growth in employment between 2006 and 2011 for Leeds is +13,200 jobs (Source: Cambridge Econometrics). The greatest increases are expected to be in both full and part-time female staff. The overall increase is similar to that for Bradford (+12,400 jobs) but is significantly lower than that which occurred between 1991 and 2001 (+51,000 jobs). These forecasts may be subject to revision given the current economic climate.

Housing

The forecast increases in City Centre living in Leeds are significant with some 2,900 additional units currently under construction and a further 4,500 with planning permission. There are, however, anecdotal signs that this sector of the housing market in Leeds is approaching a saturation point.

The A64 York Road corridor passes through the heart the East and South East Leeds (EASEL) regeneration initiative. This comprehensive initiative which is a Leeds City Council joint venture is targeted at major housing renewal and economic regeneration over the next 15 to 25 years. A planning framework for the area is presently being prepared which includes three options: minor intervention; moderate intervention; and transformational change

The minor option envisages re-developing 63 hectares of land for either residential or mixed use. This land will be “created” from the demolition/clearance of existing housing stock; the conversion of two high school sites for other purposes and released land adjacent to Seacroft Hospital. For housing, 48 hectares of new housing is planned, which could accommodate approximately 1,920 homes. The remaining 15 hectares is designated as mixed use (housing, employment and local facilities).

Some of the new homes mentioned above will replace existing housing stock. There are, however, two large sites of committed housing, in Osmondthorpe and to the south of Seacroft hospital. The Seacroft hospital site is 17.5 hectares and is to the south of the start of the York Road route and would have access onto the route.

To the north west of the city there is a major housing development involving the conversion of the site of the former High Royds mental hospital into a residential village. This village is approximately 5 miles before the start of the Kirkstall Road route and is just over half a mile away from an exiting railway station.

In the west of the city and on the Kirkstall Road route there are plans to re-develop the Kirkstall Forge site from industrial to mixed residential, office and leisure uses. The plans include new homes, office space and a park and ride site for 150 car. A 10 year development programme is anticipated with development likely to start in 2010 to coincide with the introduction of a new rail halt at the site in 2012.

Commercial developments

To the west of the city centre and on the Kirkstall Road route there are a number of locations covering 7.4 hectares which have been earmarked for redevelopment. These existing sites include a dairy, a bus garage and a chemical works. At the present moment only the chemicals site has any firm proposals attached to it – mixed use with a substantial residential

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component. Possibilities for the two other sites include a casino, office space or residential flats. Clearly each of these possibilities will generate or attract different patterns of traffic movements, making this a difficult impact to quantify, however development is now not expected to commence during the course of LTP2.

Bus

Park and Ride is an actively considered option for many locations in Leeds. There are two locations that could affect traffic on the A64, York Road and to a lesser extent the A58, Wetherby Road.

An ongoing review is in process looking at the future role of High Occupancy Vehicle (HOV) lanes. This includes considering what role HOV lanes might play at future locations where priority measures are proposed and also whether at some locations the conversion of existing (generally lightly used) bus lanes might function more effectively as HOV lanes. To this end LCC are trialling an enforcement camera on an existing HOV lane - funded by the Congestion Performance Fund (CPF) - which may be used on the A58 at Easterly Road in the future.

A Quality Bus Corridor strategy is planned for the A65 Kirkstall Road. There are three phases to the scheme: QBC major scheme, now with DfT Programme Entry; Abbey Road bus lane, now completed; and A65 west of the A6120 proposals yet to be considered. This major scheme will involve the installation of extensive stretches of bus lane in both an inbound and outbound direction. The total length of bus lane in each direction would be near 2 miles. Studies by consultants have suggested that, in the morning peak period this scheme could save up to 6 minutes of journey time and increase bus patronage by 900 people. Additional congestion will be experienced during the construction phase and this is reflected in the trajectory. The scheme is now planned to start early in 2010 for completion in early 2012. Various reasons have necessitated the redesign of elements of the scheme and the subsequent detailed design work has required more time than initially anticipated which has led to a delay in the start of the construction of this scheme. Additionally, the process to deal with the necessary Compulsory Purchase Orders and resulting Public Inquiry has also taken longer than originally expected.

Powers are in place for the authority to enforce moving vehicle offences in bus lanes. A scheme to pilot the use of camera enforcement of selected bus priorities is in the process of development for implementation in the spring of 2010. Once the impacts of the pilot scheme have been assessed the roll out of the measures to further priority locations on the bus lane network will be considered. The Council is also continuing to consider how the enforcement of HOV lanes could be carried out more efficiently and the options of new innovations in this area are being followed closely. A trial of HOV lane enforcement cameras on the A647 is due to commence in 2009 (see above).

Rail

The largest capacity constraints are currently on peak services to/from Leeds and there is evidence of suppressed demand. The strategy is therefore likely to have the largest impact on congestion on routes within the Leeds urban area. Within Leeds, new stations are identified at Horsforth Woodside and Kirkstall Forge. The latter station is being developed in conjunction with a station at Apperley Bridge (on the border of the Leeds and Bradford districts) which will serve as a park and ride station for parts of Leeds and Bradford. It is expected that Kirkstall Forge and Apperley Bridge will be implemented towards the end of LTP2.

Road construction

Although not directly affecting the three target routes, the completion of the final stage of the Leeds Inner Ring Road should reduce the amount of through traffic in the city centre and potentially improve journey speeds on the key routes.

Similarly, the East Leeds Link Road, which opened in February 2009 will not significantly reduce traffic on the A64.

Demand Management

The authority currently has decriminalised parking powers and continues to increase long stay parking charges above the rate of inflation. Average parking charges in Leeds are the highest in West Yorkshire at £7.50 per day. The number of long stay spaces in Leeds is being reduced in line with LTP2 policy. However over 50% of long stay spaces in central Leeds are provided by employers at the workplace and are not available to the general public. In addition two thirds of the publicly available spaces are outside local authority control so the potential impact on congestion through the control of long stay spaces is limited.

Leeds is currently installing ANPR cameras to gather live journey time information on key routes. This information will be made available to the public via an established website (www.leedstravel.info) and also stored for further analysis. Funding has been allocated from the Congestion Fund to install the first cameras on the three congestion routes in Leeds commencing in 2009 and the first cameras have been installed on the A65.

6.6.2 Leeds routes

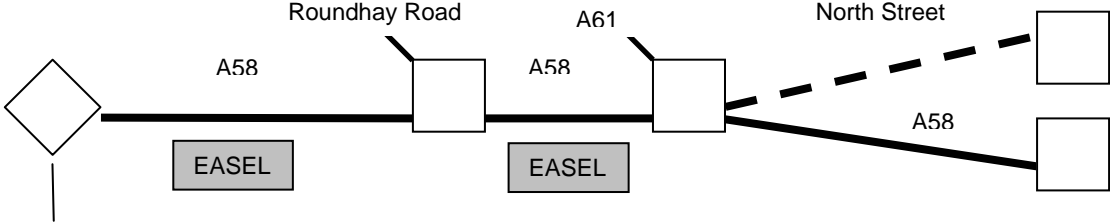
Table 6.10 A64 York Road, Leeds

WY09 A64 York Road, Leeds	
<p>The diagram illustrates the A64 route from the Crossgates Roundabout in the west to the Woodpecker junction in the east. It is divided into three main sections: Killingbeck/Seacroft, EASEL, and Woodpecker junction. A63 joins the A64 from the south in the Killingbeck/Seacroft section. Signalized junctions are marked with squares along the route.</p>	
Context	Recognised issues
<p>The A64 is a 3¾ mile long urban arterial route connecting the first major junction inside the outer Ring Road in the east of the city to the City Centre. The route is entirely dual carriageway with two or more lanes of traffic in each direction.</p> <p>The route has extensive sections of bus guideway, primarily located in the median along with stretches of kerbside bus lane. At the end of the second section the A63 joins the A64 and its traffic is “carried” by the A64. All the major junctions on the route are signalised with physical and signal priority measures for buses.</p>	Public transport
	<p>This is a route with a high number of buses using it for almost its entire length to travel to Leeds City Centre. Most buses use the median guideway to bypass queues, although some longer distance buses still use the general carriageway.</p>
	General
	<p>This is a high capacity route which, at the time of the installation of the guideways was re-modelled and junction improvements carried out.</p>
	Other
	<p>This route travels through the designated development area of EASEL. There are three Area Action Plan options that typify the scale of the work envisaged for this area: a low, medium and high impact. It is not yet know which of these options would best typify this scale but most of the development would involve the demolition of existing poor housing stock and replacing this with new build housing.</p> <p>This route was chosen as a route on which there had already being extensive traffic and public transport interventions and it was of interest what the contribution of these interventions was in managing congestion relative to the other two routes in Leeds.</p>

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Interventions		Cost (£000s)	Risk to delivery	Management Measures	Effect	Impact	Approval / Programmed funding (£000s)	On Track
Use of existing highway infrastructure								
1	Improvements to Traffic signal timings to give priority to buses.	£10k	COMPLETED		Improved bus speeds	✓	June 2009	COMPLETED
Demand management								
2	The scope and timing of EASEL development is unknown but the redevelopment of the old Killingbeck and Seacroft hospital sites and surplus education sites for housing would have a direct impact on this route.	Costs unknown as proposal is subject to change	Development programme may be accelerated	Enforce planning obligations Travel planning Improve PT services	Better take up of MetroCard initiative. Development of new bus services	✓✓	Subject to diverse funding arrangements. 2007 to 2015	Yes
Travel choices and behaviour								
3	Travel planning for Killingbeck and Seacroft developments as part of planning process.	N/A	Dependent on take up of development opportunities at Killingbeck and Seacroft	Political and developer support for travel planning	High modal share for non car modes.	✓	Subject to diverse funding arrangements in line with progress of developments	Yes
Goals								
<ol style="list-style-type: none"> 1. Protect the existing priority arrangements for buses 2. Explore opportunities for further enhanced bus priority measures 3. Not adversely affect the journey times for non-public transport users 								

Table 6.11 A58 Wetherby Road, Leeds

WY10	A58 Wetherby Road, Leeds	
 <p>The diagram illustrates the A58 route starting from a diamond junction on the left. It proceeds east through Roundhay Road, crossing a junction with A61, and then North Street. Two grey boxes labeled 'EASEL' are positioned below the road in the first and second sections. The route continues as a dashed line towards the right, ending at two empty rectangular boxes.</p>		
Context	Recognised issues	
<p>The A58 route is a 3½ mile long urban arterial route starting just inside the outer Ring Road in the north east of the city and finishing at the edge of the City Centre. The first section of this route is mainly two lane dual carriageway surrounded by medium density, semi-detached housing. The second section is single carriageway through dense terraced type housing with some light industry at the end of the section. At the start of the third section, private and bus traffic take different routes into the City Centre. Private transport uses a dual carriageway, two lane section of road whilst buses use a different one-way street, North Street, with a contra-flow bus lane.</p>	<p>Public transport</p>	
	<p>The only form of bus priority is the contra-flow bus lane that forms the route of the third section for bus traffic. Private traffic can not follow this route into the City Centre.</p>	
	<p>General</p>	
	<p>There are slower speeds on the middle, second section, mainly due to the nature of the carriageway. The end of the second section is a complex gyratory style junction with a cut-through/short cut for buses.</p>	
	<p>Other</p>	
	<p>This route forms the northern boundary of a designated development area, EASEL. There are three options that typify the scale of the work envisaged for this area: a low, medium and high impact. It is not yet know which of these options would best typify this scale but most of the development would involve the demolition of existing poor housing stock and replacing this with new build housing. This route was chosen as a route on which few interventions were planned, thereby allowing it act as a “control” and measure the contribution of “background” developments to congestion. The CPF is currently funding the Feasibility of 2 schemes one on Roundhay Road south of Fforde Green, and another inbound on Easterly Road to Fforde Green which if worthwhile schemes were identified, could be implemented during LTP3.</p>	

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Interventions		Cost (£000s)	Risk to delivery	Management Measures	Effect	Impact	Approval / Programmed funding (£000s)	On Track
Use of existing highway infrastructure								
Demand management								
1	The scope and timing of EASEL development is unknown but the redevelopments envisaged would not be concentrated at a particular location relative to this route. The impact is therefore likely to be dissipated along this and other routes.	Costs unknown as proposal is subject to change	Development programme may change	Enforce planning obligations Travel planning Improve PT services	Better take up of MetroCard initiative. Development of new bus services	✓	Jan 2009 - Phase 1 approved, Design Brief issued	Yes
2	Easterly Road inbound priority lane	£500	Funding not yet established	Bus and HOV lanes, signal priority etc.	Increases PT use, increased car occupancy, improved throughput	✓✓	Seek funding from CPF	Yes
Travel choices and behaviour								
3	Travel planning as part of EASEL development	N/A	Dependent on take up of development opportunities	Political and developer support for travel planning	High modal share for non car modes.	✓✓	In line with progress of developments	Yes
4	Impact of City Centre Living – some evidence supply is already outstripping demand. Also out commuting becoming an issue By end Q1 2007 there were 5701 apartments completed with 3812 under construction and 5622 with planning permission. Current population of city centre is estimated at 12,400 (including students)	N/A	Less take up may lead to more in-commuting. Problem of outbound congestion	No LCC resources allocated	Reduced car usage	✓	Ongoing	Yes - although further developments on hold due to economic situation.
Goals								
1. Preserve the existing nature of the route								

Table 6.12 A65 Kirkstall Road, Leeds

WY11		A65 Kirkstall Road, Leeds						
Context		Recognised issues						
<p>The A65 is a long, 4¾, mile urban arterial route connecting the outer Ring Road to the north west of the city to the City Centre. To the south of the route run a railway, a canal and a river, limiting crossing movements on one side. At the start of the route most of the built up land is residential and to the north of the route, although closer to the city centre, light industry surrounds the route. There is a major retail development at the end of the first section. A quality bus corridor is planned for an extensive stretch covering sections 2, 3 and possibly 4.</p>		<p>Public transport</p> <p>Little or no priority for buses currently exists along this route. A recently upgraded railway lines runs parallel and to the south of the route but there are no stations along the relevant stretch of route. Recently completed bus priority measures on Burley Road may affect traffic levels on A65</p> <p>General</p> <p>The nature of the route varies along its length. It is primarily single carriageway with a limited but critical number of junctions along its length. This route was selected because it is likely to benefit from considerable re-design and investment for public transport priority towards the end of LTP2.</p> <p>Other</p> <p>A range of developments are planned. Primarily residential at the High Royds site and the old Kirkstall Forge. A rail station is planned for the end of LTP2. Retail developments are planned at the Kirkstall district centre. A mixed residential and commercial development is planned for the Yorkshire Chemicals site and also possibly the dairy and bus garage sites close by. Discussions are taking place regarding the Cardigan Fields site and the potential for bringing the waste transfer station back into use. (PFI scheme)</p>						
Interventions		Cost (£000s)	Risk to delivery	Management Measures	Effect	Impact	Approval / Programmed funding (£000s)	On Track
Use of existing highway infrastructure								
1	A Major Quality Bus Initiative scheme is in development to widen the carriageway for significant lengths of this route and install	£22,000k	Scheme not given final approval by DfT Construction may	Bus lanes, signal priority etc.	Main benefits expected post 2011	✓✓✓✓	Oct 2008 - Contractor appointed (ECI Phase 1).	Scheme currently awaiting near simultaneous Conditional & Full

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	bus/cycle lanes. Also a bus gate will operate to give buses and cyclists priority access to narrow stretches of the route where widening is not an option. Timescales suggest that the benefit of this scheme will not become apparent until into LTP3.		increase congestion				<p>Oct 2008 - Public inquiry.</p> <p>Aug 2009 - CPO decision.</p> <p>Sep 2009 - Conditional Approval submission to DfT.</p> <p>Feb 2010 - Start on Site.</p> <p>£834k preparatory costs (LCC)</p> <p>£2.5m approved by the Council's Exec. Board to acquire land.</p> <p>Further £18m expected to be approved from Executive Board later in 2009 subject to full approval being granted.</p>	<p>Approval from the DfT.</p> <p>If approved construction to start in Spring 2010.</p>
Demand management								
2	The re-development of the chemical works, dairy and bus garage sites takes place during the life time of LTP2.	Scheme not yet finalised	Delayed beyond 2011 due to economic climate.	<p>Enforce planning obligations</p> <p>Travel planning</p> <p>Improve PT services</p>		✓✓	Sites allocated for substantial development – anticipated post 2011	No – economic climate.
3	High Royds development	N/A	COMPLETED 2008	<p>Enforce planning obligations</p> <p>Improve PT services</p>	Monitoring on-going	✓		COMPLETED 2008
4	Kirkstall Forge development	N/A	Delayed beyond 2011 due to	Enforce planning obligations		✓	Sites allocated for substantial	No – economic climate.

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			economic climate.	Travel planning Improve PT services			development – anticipated post 2011	
Travel choices and behaviour								
5	Travel planning as part of development work	N/A	Dependent on take up of development opportunities	Political and developer support for travel planning		✓✓	Ongoing	
6	Impact of City Centre Living – some evidence supply is already outstripping demand. Also out commuting an issue.	N/A	Less take up may lead to more in- commuting. Problem of outbound congestion	No LCC resources allocated	Reduced car usage	✓	Ongoing	Yes - although further developments on hold due to economic situation.
Goals								
1. Deliver reduction of 6 minutes in bus journey times								
2. To increase bus use by at least 9%								
3. Deliver small reductions in private vehicle journey times.								
If journey time reductions are achieved this would give an overall 2% reduction in the west Yorkshire PJT indicator								