

## 6.7 Wakefield

### 6.7.1 *Proposals affecting Wakefield routes*

#### Economic regeneration and growth

Over the LTP2 period work began and will continue on three major Key Development Areas (KDAs) in or close to the City centre that are planned to help regenerate the City. These may all generate increased significant additional demand for travel and are known as: Trinity Walk (Marsh Way); Merchant Gate (Westgate); and Waterfront.

Trinity Walk includes a supermarket, department store, retail units, residential units, new market hall, relocated open market, library and car parking. The scheme entails re-routing part of Marsh Way (a dual carriageway road on the eastern side of the City centre) which is now finished. During the economic slow down work on Trinity Walk has been suspended but there is now a financial package in place to enable completion of the development in full but on a revised schedule with phased opening commencing May 2011.

Merchant Gate is a commercial redevelopment project centred on the Westgate area and includes the redevelopment of Westgate railway station. It will include a hotel, offices, leisure and substantial new housing, a multi-storey car park, landscaping and highway works. Phase 1 of the redevelopment is well underway and on schedule to complete in May 2010 including the opening of the link road through the development.

The Waterfront is located at the southern gateway to the City centre. The core site is a five hectare brown-field site located in the Waterfront conservation area. The development includes restoration of listed warehouses/mills, some new build and public realm works for commercial, cultural, leisure, residential and open space land uses. A significant new visitor attraction, the Hepworth Gallery, will be built on the waterfront headland. This will be complemented with a connecting pedestrian bridge over the river to new car parking. Significant progress has been made with Phase one of the developments completed in November 2008 and the Hepworth Art Gallery is on schedule and due to open Autumn 2010.

#### Employment

At the beginning of the Congestion Delivery Plan econometric forecasts by Yorkshire Futures were for employment in the district to grow by around 4,000 by the end of the LTP2 period, most of which is new employment in the KDAs. Since then recent forecasts, unsurprisingly, show a downturn of 2,200 for Wakefield District but it is not anticipated at this stage that these job losses will have a big impact on new employment within the Wakefield City area.

The transport assessments for the three KDAs reveal that they will attract and generate substantial levels of additional travel. The total trip generation is forecast at 1,700 trips in the morning peak and 2,200 trips in the evening peak.

#### Housing

In 2007 we reported for the North Wakefield area that the Local Development Framework Core Strategy preferred option for net additional housing in individual settlements is 310 per year for the plan period of LTP2 and forecast increases in City centre living in Wakefield to be 1,600 residents within the next five years.

The current RSS housing requirement is now a minimum net requirement of 1600 dwellings per annum for the whole District up to 2026. This equates to at least 480 dwellings per annum (at least 8160 in total up to 2026) for the Wakefield City Centre and suburbs. Of this the Central Wakefield Area Action Plan suggests that somewhere in the region of 2068 dwellings could be accommodated with the city centre area up to 2021 (note the shorter time period).

### Bus

Peak time public transport usage in the Wakefield city centre showed a decline in 2009, however a number of strategic initiatives are being progressed under the auspices of the West Yorkshire and Wakefield Bus Partnerships. A rolling programme of corridor based bus stop accessibility upgrades is being implemented and several core corridors have already been completed. Work is currently progressing to develop a bus Performance Improvement Partnership with Arriva Yorkshire who is the district's main operator. Work is progressing in partnership with Metro (WYPTE) and Arriva to strategically identify opportunities to improve punctuality and performance on two major bus corridors in a zone to the west of Wakefield City. A formal Performance Improvement Partnership agreement (PIP) containing objective targets is due to be signed early in 2010.

### Rail use

Rail travel to Wakefield City centre doubled between 1998 and 2004 and this strong trend is expected to continue in line with the economic growth prospects of the City and Leeds. This will potentially have a small impact on traffic levels, on the A61 (North) in particular.

The success of the hourly limited stop passenger trains linking Sheffield and Leeds (calling at Kirkgate) in 2006 has led to the introduction of a further service in December 08 linking Nottingham and Leeds. This is in addition to the frequent East Coast, Cross Country (ARRIVA) and Northern Rail services via Westgate. This provides sufficient capacity to easily accommodate the forecast growth in rail patronage. Kirkgate station is ideally located to serve the Waterfront KDA, and is close to the Marsh Way site. A further service out of Kirkgate is to commence from Easter 2010 providing an additional route to London. It is envisaged that the three return services a day between Bradford Interchange, Halifax, Brighouse, Wakefield, Pontefract, Doncaster and London King's Cross will start in May.

### Demand management

Long-stay parking charges at public car parks in the City centre remain on average the second highest in West Yorkshire (Leeds prices being the highest).

WMDC is still committed to the long term LTP2 policy to:

- increase long stay car parking charges by more than the rate of inflation; and
- reduce the volume of long stay spaces available.

Prices were increased in November 2006, with long stay prices increased by 12.5% and by a further 11% in April 2007.

As previously stated, the impact of controlling long stay parking is limited by the high proportion of non residential parking. This, coupled with the existing economic climate and the large scale disruption from the redevelopment of the City Centre, has resulted in no further increases to long stay since April 2007. However, a reduction of 250 long stay places in real terms has taken place and the development of an action plan to implement our City centre parking strategy is ongoing that will include an appropriate pricing structure.

### Proforma information

It should be noted that several schemes listed in the route specific pro-forma sheets are only at a preliminary stage of development. Detailed feasibility work, including transport modelling, and public consultation where appropriate, needs to be undertaken before these schemes progress further.

6.7.2 Wakefield routes

Table 6.13 A655 Black Road, Wakefield

WY12 A655 Black Road: Wakefield (Hell lane to A638 Doncaster Road)	
Context	Recognised issues
<p>This route runs from Hell Lane to the South East of Wakefield along the A655 to the signalised Junction with the A638 at Heath Common. This is the main radial road between Castleford, Normanton and Wakefield.</p> <p>In the last 18months a 1km length of inbound bus lane has been introduced on the majority of this length of route. A new set of traffic signals were also installed at the junction of the A655 Black Road and A638 Doncaster Road, at Heath Common. These signals are at the end of the bus lane and give buses priority over general traffic. These signals and the bus lane have significantly reduced inbound bus journey times in the morning peak period.</p> <p>The route has virtually no frontages, with open common land on both sides.</p>	<b>Public transport</b>
	Poor bus service usage
	<b>General</b>
	Inbound queues over the entire monitored length of A655 Black Road in morning peak times 400 vehs/hour (AM peak) inbound towards Wakefield centre
	<b>Other</b>
	There is a development site on the site of the former Wakefield Power station, close to the City end of this route. The latest planning application for the site includes a mix of housing and office space.

## ENABLING ACTIONS AND DELIVERY LEVERS

Interventions		Cost (£000s)	Risk to delivery	Management Measures	Effect	Impact	Approval / Programmed funding (£000s)	On Track
<b>Demand management</b>								
1	<p><b>Long term LTP2 Car Parking policy to:</b></p> <p>increase long stay car parking charges by more than the rate of inflation; and reduce the volume of long stay spaces available.</p>	£10k	Risk that parking charges aren't increased and long stay parking supply is not restricted.	<p>Political support for the policy is in place.</p> <p>Regeneration and removal of public parking stock for new developments.</p> <p>Study almost completed and will require Cabinet approval</p>	Increasing land values will make temporary private car parks less attractive than commercial developments.	✓✓	<p>Action plan being put in place to ensure adequate supply of long stay parking outside city centre</p> <p>To be agreed 2009/10</p>	Yes
2	<p><b>Quality Bus Initiatives</b></p> <p>1km length of 24 hour inbound bus lane has been introduced on the majority of this length of route, by taking out an outbound section of climbing lane. Additional signals provided at end of bus lane to give buses priority.</p>	£155k	COMPLETED	<p>Promotion of improved bus journey times to residents adjacent to relevant bus routes.</p>	Increased usage of buses, including modal switch by former car users.	✓✓	Fully Approved	COMPLETED 2006
<b>New infrastructure and other measures</b>								
3	<p><b>Wakefield Eastern Bypass</b> to be investigated. Road would link from the A638 / A655 junction, with a new river Calder crossing, to link to the A642 north of Pinderfields hospital. This would remove through traffic (from south east to north) from Doncaster road and City centre.</p>	£20,000k+	The scheme is not in the list of RFA approved schemes. No evaluation of costs / benefits yet completed. Potentially high cost and environmental impact yet to be assessed. A full major scheme	<p>The Wakefield Eastern bypass is a priority for development and detailed scheme cost/benefit evaluation in the short term.</p> <p>Resources to be allocated to undertake the evaluation.</p>	An effective scheme is developed that delivers benefits, is acceptable to the public and secures funds from Central Government.	✓✓✓✓	<p>To be investigated, no formal status yet.</p> <p>Likely to progress following LDF site allocations. Looking for significant developer contribution.</p>	No - Likely to progress following LDF site allocations. Looking for significant developer contribution.

## ENABLING ACTIONS AND DELIVERY LEVERS

			business case would need to be developed.					
<b>Travel choices and behaviour</b>								
4	<b>Travel Plans</b> to encourage modal shift (including WMDC, Pinderfields Hospitals, Wakefield College)	£30k	Employers in the public and private sectors may choose not to produce and promote travel plans where there are no planning conditions.	Enforce planning obligations. Employment of West Yorkshire travel planning officer. Mainstream WMDC travel plan.	Better take up of workplace Metro card initiative. Successful and continued provision of bus services to new developments such as Paragon business park.	✓	On going	Yes: On track with travel plans. 2+ work place car park spaces introduced. Bus to Paragon continuing.
5	<b>WakefieldCarShare.com website</b> , to encourage car sharing by Wakefield residents.	£60k	Risk that continuous funding may not be available to keep the website maintained. Risk that car users won't see the need to use the site.	Further promotion to large employers of the initiative. Dedicated parking bays for car sharers in car parks.	A further 79 registered users during the period June to November.	✓	On going	Yes: On track with continued funding
<b>Goals</b>								
VISSIM modelling work in the 2002 Wakefield Bus Priority study forecast that a package of bus priority and other measures could reduce inbound bus journey times by up to 2min 50secs in the AM peak between Hell lane and Elm Tree street (just west of Agbrigg road). The Agbrigg road measures to be implemented 07/08 are the last part of the package modelled in 2002. The long term goal must be to reduce the volume of private car traffic wanting to use Black road to access the A638 and the City centre.								

Table 6.14 A638 Doncaster Road, Wakefield

WY13 A638 Doncaster Road: Wakefield (Lodge lane to Chantry House Roundabout)	
Context	Recognised issues
<p>This route runs from Lodge lane, Crofton to the South East of Wakefield along the A638 to the Chantry House roundabout on the edge of Wakefield City centre.</p> <p>This is the main radial road between Doncaster and Wakefield (with major roads from Pontefract, Featherstone, South Elmsall and Hemsworth feeding into it).</p> <p>The route is a mixture of urban and semi rural, with housing frontages along much of its length. In the urban area some terraced housing is very close to the highway. On the more rural section, housing is generally set back.</p> <p>In the last 18months a 1km length of PM peak outbound bus lane has been introduced on part of the urban section that impacts on outbound congestion in the PM peak.</p>	<p><b>Public transport</b></p> <p>Delays to bus services caused by congestion on outer part of the route</p>
	<p><b>General</b></p> <p>Queues over length of A638 Doncaster Road in morning peak times, from Lodge Lane to beyond Agbrigg road. The junction of A638 and Agbrigg road causes delays to vehicles exacerbated by the constraint of a railway bridge.</p> <p>There is a bottle neck where the road narrows to one lane in either direction between Dunbar Street and Elm Tree Street, limiting capacity.</p> <p>There are delays on the approach to City centre where radials meet the inner ring road</p> <p>There are about 1,200 vehs/hour (AM peak) inbound towards Wakefield centre (inner cordon)</p>
	<p><b>Other</b></p> <p>There is a development site on the site of the former Wakefield Power station, close to middle of this route. The latest planning application for the site includes a mix of housing and office space.</p> <p>The Wakefield Waterfront site is immediately adjacent to the route at the City centre end of the route with phase one development.</p>

## ENABLING ACTIONS AND DELIVERY LEVERS

Interventions		Cost (£000s)	Risk to delivery	Management Measures	Effect	Impact	Approval / Programmed funding (£000s)	On Track
<b>Use of existing highway infrastructure</b>								
1	<b>LTP-IT funded minor traffic management improvements to several junctions.</b> Lighting, signing, road markings and minor road layout works	£40k	The schemes are low cost, easy to design and implement and unlikely to be objected to by local residents.	On going consultation		✓	Fully Approved and programmed 2009	Yes
2	<b>Junction of Agbrigg road and the A638.</b> The signals timings were amended (no of stages reduced) and the no of lanes and flare lengths increased in 2005/06 Further work at signals with a short section of inbound bus lane expected to reduce inbound bus journey times in the morning peak period, with minimal impact on car journey times.	£5k	COMPLETED	A trial scheme will be implemented and evaluated after 6months. The impact on car and bus journey times will be assessed, to ensure that the scheme doesn't create new problems for buses elsewhere.	An effective scheme that reduces bus journey times, and encourages modal shift.	✓✓✓	Fully Approved	COMPLETED August 2008
3	<b>Halfords Gyratory</b> This scheme is approaching completion and has increased capacity at the junctions, and provided new pedestrian and cycle facilities	£1,500k - developer contribution	COMPLETED	None required.		✓✓	Approved Circa £1.5m	COMPLETED March 2007
<b>New infrastructure and other measures</b>								
4	Widening of A638 between Agbrigg road and Elm Tree Street, to provide extra lane (possibly to allow additional bus priority measures)	£8,000k	Part of the eastern bypass appraisal as an alternative measure.	Put on hold subject to Eastern Gateway appraisal		✓✓		No

## ENABLING ACTIONS AND DELIVERY LEVERS

5	<b>Wakefield Eastern Bypass</b> to be investigated. Road would link from the A638 / A655 junction, with a new river Calder crossing, to link to the A642 north of Pinderfields hospital. This would remove through traffic (from south east to north, and vice versa) from Doncaster road and the City centre.	£20,000k	The scheme is not in the list of RFA approved schemes. No evaluation of costs / benefits yet completed. Potentially high cost and environmental impact yet to be assessed. A full major scheme business case would need to be developed.	The Wakefield Eastern bypass is a priority for development and detailed scheme cost/benefit evaluation in the short term. Resources to be allocated to undertake the evaluation.	An effective scheme is developed that delivers benefits, is acceptable to the public and secures funds from Central Government.	✓✓✓✓	To be investigated, no formal approval yet sought. Likely to progress following LDF site allocations. Looking for significant developer contribution.	No Likely to progress following LDF site allocations. Looking for significant developer contribution.
6	<b>Chantry House Roundabout</b> Part of the Emerald ring – The subways and centre would be filled in and levelled replacing the roundabout with signalised junctions and at surface crossings	£3,000k	Funding not yet allocated	This scheme will be one of the last pieces to complete the Emerald ring	Required to complete the Emerald ring providing improved facilities for cycling and walking both around the route and across the route.	✓✓	Looking for significant developer contribution.	No
<b>Demand management</b>								
7	<b>Long term LTP2 Car Parking policy to:</b> Increase long stay car parking charges by more than the rate of inflation; and reduce the volume of long stay spaces available.	£10k	Risk that parking charges aren't increased and long stay parking supply is not restricted.	Political support for the policy is in place. Regeneration and removal of public parking stock for new developments. Study almost completed and will require Cabinet approval	Increasing land values will make temporary private car parks less attractive than commercial developments.	✓✓	Action plan being put in place to ensure adequate supply of long stay parking outside city centre. To be agreed 2009/10	Yes

## ENABLING ACTIONS AND DELIVERY LEVERS

8	<b>Quality Bus Initiatives</b> 1km length of PM peak hour outbound bus lane has been introduced on the part of the urban section of route, where parking was already prohibited at peak hours (note linked to scheme 2)	£20k	COMPLETED			✓✓		COMPLETED 2007
9	<b>Extension of Bus Lanes on A638 (inbound)</b> Investigation of further sections of bus lane south of existing bus lane near Oakenshaw lane.	£2,000k	Part of the eastern bypass appraisal as an alternative measure <sup>3</sup>	On hold pending East Gateway appraisal		✓✓✓	2010/11	No
10	<b>Park and Ride site at Red Beck</b> Targeting commuter travel and encouraging mode shift Frequent and reliable bus service to encourage patronage Reduces accidents and vehicles downstream	£3,000k+	A major scheme business case has yet to be developed. The demand for use has had preliminary assessments only.	The feasibility, costs and benefits of a Park and Ride site are a priority for assessment. Now included in Parking action plan	A decision will be able to be made whether to progress with a Park and Ride site or not.	✓✓✓	To be investigated, no formal approval yet sought.	N/A Included in Parking action plan
<b>Travel choices and behaviour</b>								
11	<b>Travel Plans</b> to encourage modal shift (including WMDC, Pinderfields Hospitals, Wakefield College)	£30k	Employers in the public and private sectors may choose not to produce and promote travel plans where there are no planning conditions.	Enforce planning obligations. Employment of West Yorkshire travel planning officer. Mainstream WMDC travel plan.	Better take up of workplace Metro card initiative. Successful and continued provision of bus services to new developments such as Paragon business park.	✓	On going	Yes: On track with travel plans. 2+ work place car park spaces introduced. Bus to Paragon continuing.
12	<b>WakefieldCarShare.com website</b> , to encourage car sharing by Wakefield residents.	£60k	Risk that continuous funding may not be available to keep	Further promotion to large employers of the initiative. Dedicated parking	A further 79 registered users during the period June to	✓	On going	Yes: On track with continuing funding

ENABLING ACTIONS AND DELIVERY LEVERS

			the website maintained. Risk that car users won't see the need to use the site.	bays for car sharers in car parks.	November.			
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**Goals**

VISSIM modelling work in the 2002 Wakefield Bus Priority study forecast that a package of bus priority and other measures could reduce inbound bus journey times by up to 2mins 30secs in the AM peak between Lodge lane and Elm Tree street (just west of Agbrigg road). The outbound lane was forecast to reduce bus JT by 2mins in the PM peak between the A61 Barnsley road and the A655 junction at Heath Common.

Table 6.15 A61 Leeds Road, Wakefield

WY14 A61 Leeds Road: Wakefield (Broadmeadows to Northgate/Marshway)	
Context	Recognised issues
<p>This route runs from Broadmeadows (Outwood) to the North of Wakefield City centre along the A61 to the roundabout with Marshway on the northern edge of Wakefield City centre.</p> <p>This is the main (non motorway) radial road between Leeds and Wakefield (with a major road from Bradford and the M1 Motorway feeding into it).</p> <p>The route is entirely urban, with housing frontages along most of its length. In the middle section of the route some terraced housing is very close to the highway and there are many shops, parking bays and bus stops in the centre of Outwood.</p>	<p><b>Public transport</b></p> <p>Delays to bus services caused by congestion on inner part of the route</p> <p><b>General</b></p> <p>Queues over inner part of A61 Leeds Road in morning peak times, from around Newton Hill primary school to the end of the route at junction with Marshway</p> <p>Frequent use of the pelican crossing outside the Queen Elizabeth Grammar school, causes queues to vehicles</p> <p>Delays on approach to City centre where radials meet the inner ring road</p> <p>800 vehs/hour (AM peak) inbound towards Wakefield centre</p> <p><b>Other</b></p> <p>300 new jobs will be created on the Paragon business park on the A650 close to the corridor, when current building work is completed.</p> <p>There is a large development proposed for the Marsh Way KDA, which comprises retail (including supermarket and department store), a new library, and residential units. The Westgate KDA is also close by.</p>

## ENABLING ACTIONS AND DELIVERY LEVERS

Interventions		Cost (£000s)	Risk to delivery	Management Measures	Effect	Impact	Approval / Programmed funding (£000s)	On Track
<b>Use of existing highway infrastructure</b>								
1	<b>LTP-IT funded minor traffic management improvements to junctions and sections of road.</b> Lighting, signing, road markings and minor road layout works	£21k	The schemes are low cost, easy to design and implement and unlikely to be objected to by local residents.	The consultation will emphasis benefits to residents as well as road users.		✓✓	In programme 2008	Yes
2	<b>North Wakefield Gateway.</b> Work at signals with sections of inbound bus lane expected to reduce inbound bus journey times in the morning peak period, with minimal impact on car journey times.	£4,200	The scheme may be controversial for local residents and receive objections.	The scheme is out for consultation.	The scheme will reduce congestion and improve cycling and walking.	✓✓✓	Consultation ongoing	No: Slipped due to complicated consultations. Earliest start date is Summer 2010
<b>Demand management</b>								
3	<b>Long term LTP2 Car Parking policy to:</b> Increase long stay car parking charges by more than the rate of inflation; and Reduce the volume of long stay spaces available.	£10k	Risk that parking charges aren't increased and long stay parking supply is not restricted.	Political support for the policy is in place. Regeneration and removal of public parking stock for new developments. Study almost completed and will require Cabinet approval	Increasing land values will make temporary private car parks less attractive than commercial developments.	✓✓	Action plan being put in place to ensure adequate supply of long stay parking outside city centre. To be agreed 2009/10	Yes
4	<b>Quality Bus Initiatives</b> In and outbound bus lane has been proposed as part of the North Wakefield Gyratory (note linked to scheme 2)	(Costs included in North Wakefield Gateway)	The same issues apply as for the North Wakefield gyratory (scheme 2).	See North Wakefield Gateway		✓✓	In programme, design yet to be finalised and consulted o	See North Wakefield Gateway

## ENABLING ACTIONS AND DELIVERY LEVERS

5	<b>Park and Ride site near Newton Bar</b> Targeting commuter travel and encouraging mode shift Frequent and reliable bus service to encourage patronage Reduces accidents and vehicles downstream	£2,000k+	Part of Northern Gateway Scheme, needs the bus priority measures proposed in the gyratory scheme.	Scheme is linked to North Wakefield Gateway and Car park action plan	Reduced reliance on car.	✓✓✓	Dependant on outcome of Northern Gateway consultation. 2010	Yes
<b>Travel choices and behaviour</b>								
6	<b>Travel Plans</b> to encourage modal shift (including WMDC, Pinderfields Hospitals, Wakefield College)	£30k	Employers in the public and private sectors may choose not to produce and promote travel plans where there are no planning conditions.	Enforce planning obligations. Employment of West Yorkshire travel planning officer. Mainstream WMDC travel plan.	Better take up of workplace Metro card initiative. Successful and continued provision of bus services to new developments such as Paragon business park.	✓	On going	Yes: On track with travel plans. 2+ work place car park spaces introduced. Bus to Paragon continuing.
7	<b>WakefieldCarShare.com website</b> , to encourage car sharing by Wakefield residents.	£60k	Risk that continuous funding may not be available to keep the website maintained. Risk that car users won't see the need to use the site.	Further promotion to large employers of the initiative. Dedicated parking bays for car sharers in car parks.	A further 79 registered users during the period June to November.	✓	On going	Yes: On track with continuing funding
<b>Goals</b>								
Small journey time savings for all vehicles forecast due to the minor junction measures. Benefits of the North Wakefield gyratory yet to be modelled.								