

## MAJOR SCHEMES

This section reviews the outstanding major scheme funding bids that were submitted during the first LTP, some of which have not yet had a decision on funding, including schemes in the RTS.

The main purpose of this section is to outline the major schemes that we intend to bid for funding for during LTP2 which are additional to the LTP2 programme shown earlier. Major schemes are those costing more than £5million.

### LTP1 SCHEMES

#### SUPERTRAM

Supertram was the highest priority major scheme in the first LTP. The Partnership is extremely disappointed that the scheme has been cancelled as this leaves a significant gap in the overall transport strategy for the sub-region.

Following the decision on Supertram, a review of transport options has been undertaken and a revised approach to the strategy for delivering strategic and local public transport solutions has been developed.

Initial work has been undertaken on the scope of a Bus Rapid Transit (BRT) network covering certain sections of the former Supertram alignment:

- South Leeds: Stourton to City Centre (with park and ride);
- North Leeds: Bodington to City Centre (with park and ride);
- East Leeds: Seacroft to City Centre.

The initial approach is intended to provide the flexibility to expand the BRT network to include other corridors. This offers the potential of being developed further with options for serving North West Leeds beyond Bodington and to link into the emerging East and South East Leeds (EASEL) and Aire Valley Leeds (AVL) regeneration areas. In the longer term the creation of a BRT network focused on Leeds city centre has the capability of expanding to provide enhanced connectivity to other key centres in West Yorkshire.

It is the Partnership's view that a Leeds BRT system alone will not make up for the cancellation of Supertram and that a comprehensive package of complementary measures is required for enhanced accessibility to support economic growth and regeneration in West Yorkshire and the City Region.

Development work has already commenced on two 'quick win' major schemes that will partly address the legacy of the Supertram decision. Subject to a MSBC and DfT support they could be delivered during the period 2008-2011. The two schemes specifically address connectivity through and from the rapidly expanding area of the city centre to the south of the river. These schemes are:

- Stourton Park and Ride (initially this would be a bus based scheme to be followed by conversion to BRT)
- Leeds City Station southern access

- Further work is in progress, and under discussion with the Department to develop a BRT network based on access to Leeds City Centre to/from key destinations (such as Stourton Park and Ride, St James Hospital and the University) over the longer term beyond 2011.

It is intended to work closely with the DfT to develop this alternative package of measures for which we will be seeking a firm commitment to the required funding.

In the short term (2006-08) the aforementioned measures will be complemented by key elements of the wider West Yorkshire (and City Region) strategy. Additional rolling stock for local rail services, increased rail-based park and ride provision, a package to improve local bus services and realise the possibilities offered by new vehicles such as the "ftr" (through the Yorkshire Bus Initiative), and to develop an early bus-based park and ride schemes between the city centre and Stourton. Opportunity will be taken for the effective use of High Occupancy Vehicle Lanes, UTM techniques and Smarter Choices measures identified in the LTP strategy.

During the medium (2008-11) and into the longer term (LTP3 post 2011), as the early delivery of schemes to address the particular issues in Leeds continues, the emerging Vision for Transport in West Yorkshire (and the City Region) will set the scene for the next stages of development of the integrated transport network. This will take on board greater innovation with solutions looking at both bus and rail networks and the opportunities for new solutions, such as those that may be offered by tram-train and other technologies.

It is expected that in the next five year period of LTP2, the wider Vision will be worked through in detail leading to further major transport scheme proposals being detailed in subsequent LTPs after 2011.

In addition to the Supertram replacement schemes a number of other schemes from LTP1 are still progressing. These are:

#### EAST LEEDS LINK ROAD

Government has recently agreed to increase its funding contribution for this scheme which links the M1 (Junction 45) to the Inner Ring Road and opens up access to undeveloped land in the regeneration area of Aire Valley Leeds.

#### LEEDS INNER RING ROAD STAGE 7

Leeds Inner Ring Road stage 7 provides the final link, connecting stage 6 (completed in 2000) to the M621 and the wider motorway network. The scheme completes this strategic route and reinforces the traffic reduction and public transport benefits achieved in the city centre by previous transport measures. The scheme also has beneficial effects for access to the inner Cross Green part of the Aire Valley Leeds regeneration area.

#### RTPI/YOURNEXTBUS

Metro and SYPTe have finalised the system which was launched to provide RTPI to the public in September 2005 and is used by bus operators to manage their fleets. The roll-out programme for on street RTPI displays will begin during the summer of 2006.



### YORCARD

SYPTe and Metro are working in partnership to deliver a pilot of smartcard ticketing technology in Sheffield and on the Sheffield-Doncaster rail route. Following a successful pilot 'YORCARD' would then be implemented across West and South Yorkshire.

### HEMSWORTH A1 LINK ROAD

Government has provisionally approved funding for this scheme. The Regional Transport Board has proposed this scheme be implemented within 2006/7-2010/11.

### GLASSHOUGHTON COALFIELDS LINK ROAD

Government has provisionally approved funding for this scheme. The Regional Transport Board has proposed this scheme be implemented within 2006/7-2010/11.

### CASTLEFORD TOWN CENTRE SCHEME (INCLUDING THE INTERCHANGE)

Government has provisionally approved funding for this scheme. Metro are currently developing a detailed design for the Interchange. The Regional Transport Board has proposed this scheme be implemented within 2006/7-2010/11.

### LEEDS A65 QBC

The Regional Transport Board has proposed this scheme be implemented within 2006/7-2010/11.

### BRADFORD INTERCHANGE INTEGRATION SCHEME

This scheme to improve facilities and links between the bus and rail stations was submitted in 2004. It has not been included in the Regional Transport Board's initial priorities for 2006/7-2010/11, but could be implemented if additional funding was made available.

## LTP2 MAJOR SCHEMES

A long list of over 20 potential major schemes has been appraised. This has been reduced to more realistic numbers of projects (reflecting the likely availability of DfT funding and the size of the West Yorkshire area) that will be sufficiently developed for submission during the LTP2 period and which best support the delivery of the LTP objectives.

The implications for major schemes to be submitted during 2006/2011 and 2011/2016 are complicated by the DfT's lack of clarity over the scale of funding available for Leeds Supertram 'replacement' schemes, and the 'pot' from which they could be funded. All the new LTP2 major schemes have been appraised and considered by the Regional Transport Board, and it is currently unclear how Supertram replacement schemes could be funded, in addition to those West Yorkshire schemes which have been identified and prioritised locally and regionally.

Information on each of these schemes is given on the following pages. There is more information given on some schemes than others. This reflects the state of readiness of the schemes rather than any importance.

It is difficult to prioritise the major schemes in order of importance, particularly as countywide and district specific schemes are all included. Consequently, following Government Office guidance, the schemes have been listed in the order in which they are likely to be submitted/implemented.

Two new schemes were submitted in July 2005, in advance of the final LTP, for:

- Kirklees Structures Strengthening and Major Maintenance
- Wakefield Westgate Station

At the time of writing, no decision on these schemes had been made by DfT.

Whilst the Kirklees scheme has not been prioritised by the Regional Transport Board, the final decision by the DfT remains unknown. If it was turned down, then this is potentially one type of improvement that could be funded from any bonus funding received.

The seven schemes that we intend to submit during the LTP2 period are:

- YBI;
- A62 Leeds Road, Huddersfield;
- Phase 1 Countywide Park and Ride Delivery Programme;
- MyBus Extension;
- A61 North Wakefield Gyrotory System/Wakefield Inner Ring Road;
- Bradford City Centre Scheme or Airedale Integrated Transport Scheme; (details of each potential scheme is shown in this section); and
- A6120 Leeds Outer Ring Road (Initial Measures Scheme).

In addition there is one innovative pilot project proposed that will cost less than £5m and as such is subject to different submission criteria:

- Bradford Minitram

In addition, Major Scheme Business Cases (MSBCs) for the following Supertram replacement schemes are likely to be submitted during LTP2:

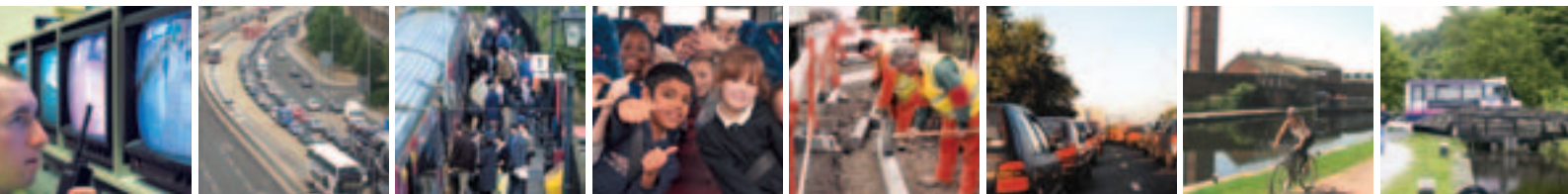
- Stourton Park and Ride (initially this would be a bus based scheme to be followed by conversion to BRT)
- Leeds City Station southern access
- Leeds BRT network

## SCHEMES SUBMITTED IN JULY 2005

### KIRKLEES STRUCTURES STRENGTHENING AND MAJOR MAINTENANCE

#### Scheme description

The scheme is based on a comprehensive assessment of the major transport structures within the district. A programme of carrying out major strengthening has been based on the results. The project comprises the strengthening of 9 key bridges and numerous failing retaining walls across the district.



The principle objectives of the scheme are to:

- secure the long term future of existing transport structures within the district;
- alleviate the need for their replacement in the future;
- allow unrestricted access for all levels of traffic;
- minimise disruption;
- prevent further deterioration of the structures; and
- reduce the risk of emergency maintenance and road closures.

#### Estimated cost

£15.75 million including Quantified Risk Assessment and inflationary elements

#### Implementation timescale

2006/07-2008/09

#### Value for money

The scheme offers good value for money with an average Benefit Cost Ratio (BCR) of 5.5.

#### Priority within the Regional Transport Strategy

The scheme fits with the objectives of the RTS for improving safety and making efficient use of transport resources. It also supports the transport priority of improving access to towns and cities.

#### Consistency and compatibility with LTP2

The scheme fits with the LTP2 programme by reducing existing and potential accessibility problems by strengthening bridges and walls to ensure all levels of traffic can access employment sites and residential areas.

The scheme will make efficient use of existing transport resources. It will complement measures to improve safety and will support development and regeneration opportunities in the district.

#### Effect on LTP2 programme

The scheme will allow accelerated delivery and will release funding from the LTP maintenance block for other essential structural maintenance and strengthening schemes.

#### Priority within the Authority

The scheme has the highest priority within Kirklees district because of the need to maintain access and minimise disruption.

#### Additionality (to targets, trajectories and objectives for shared priorities)

The scheme will provide accessibility, safety and cost benefits by controlling the potential effects of deteriorating structures.

#### Major Scheme Business Case (MSBC)

MSBC submitted in July 2005.

## WAKEFIELD WESTGATE STATION

### Scheme description

Set within the context of a redevelopment Master Plan, the Wakefield Westgate Key Development Area (encompassing the land surrounding the station and the construction of new station buildings and an accessible bridge replacement at Wakefield Westgate), provides an opportunity to enhance the main station redevelopment and overcome performance issues relating to the local and national services that use the station. The scheme will provide a doubling of platform capacity and passing loops on the north and south bound lines. These improvements will also create the potential to reinstate rail services that the SRA withdrew in December 2004 and also increase local rail services in the area.

### Estimated cost

£7 million

### Implementation timescale

Implementation would have to be during 2007/08 (which is determined by the regeneration scheme)

### Value for money

Evaluation is currently taking place

### Priority within the Regional Transport Strategy

Enhancement of the ECML and Leeds-Sheffield services are regional transport priorities. The potential to increase the range and number of services operating from Wakefield Westgate station would greatly enhance the value of the interchange facility and the travel opportunities available. This may encourage modal shift away from the car and any reduction in car use would have a positive impact on congestion, safety and the environment. Enhancements to the ECML at Wakefield will have benefits for Leeds-Sheffield services and the north south route through the region.

### Consistency and compatibility with LTP2

The scope to increase the number of local services operating to Wakefield Westgate may have a positive impact on access to jobs by public transport. The anticipated reduction in car use should bring congestion, environmental and safety benefits. The scheme may also improve access to education and leisure opportunities, increasing the range of facilities accessible by public transport.

### Effect on LTP2 programme

Complementary to the LTP2 programme.

### Additionality (to targets, trajectories and objectives for shared priorities)

The improvements to performance would have benefits to local rail users as the station will benefit the ECML between Leeds and Doncaster. The potential to enhance local rail services at Westgate would improve public transport patronage. Modal shift from the car to rail would improve safety, congestion and the environment and the scheme would have the potential to improve the reliability of rail services in the area.



### Synergistic benefits

Supports a major city centre redevelopment and will help to create a transport development area only 12 minutes from the centre of Leeds.

### MSBC

Submitted in July 2005.

## SCHEMES TO BE SUBMITTED DURING LTP2 PERIOD

### YORKSHIRE BUS INITIATIVE

#### Scheme description

The YBI is designed to generate a step change in the quality of bus travel with significant mode shift from the car. This will be achieved through investment in infrastructure on core routes complemented by operator investment in new vehicles and improvements to the social networks.

A bid was submitted (jointly with SYPTE) in 2004 but did not receive approval. Following DfT advice the intention is to resubmit the bid in the form of a series of phased delivery stages. Those stages will be based on geographical sectors within which all components of the YBI will be delivered including bus priorities, accessibility and waiting facilities, interchanges, the appropriate network of core and feeder bus services and a strong strategy for marketing and promotion.

Work is currently underway to define a number of relatively self contained sectors. Once that is complete, and after they have been prioritised, a bid will be submitted to the DfT.

#### Estimated cost

The value of the original bid in West Yorkshire was around £70 million. The value of the different stages of the new bid are yet to be determined.

#### Implementation timescale

2007-2011

#### Value for money

The scheme offers good value for money with a BCR of 2.27 in July 2004.

#### Priority within the Regional Transport Strategy

YBI is identified as a priority scheme in the RTS. The scheme will implement improvements across the region and is in line with RTS by improving access to opportunities in a manner that is equitable and socially inclusive, integrating the operation of different transport modes and promoting modal shift away from the car.

#### Consistency and compatibility with LTP2

YBI will improve the quality and ease by which people can travel into West Yorkshire (and elsewhere in South Yorkshire) by public

transport. It will encourage the use of sustainable modes of access and enable more sustainable growth to the main urban areas. YBI will moderate the upward trend in car use and will contribute to improved accessibility to jobs, education and other services, particularly for those in disadvantaged groups.

#### Effect on LTP2 programme

The project will accelerate delivery of bus priority measures releasing funding from the Integrated Transport block for other public transport measures.

#### Additionality (to targets, trajectories and objectives for shared priorities)

The scheme provides a good level of distribution and equity, as most visitors and residents (particularly those without access to a car) will benefit from the scheme. The benefits of the project will accrue to a large population in both urban and rural locations. The scheme will add value to the LTP2 targets on bus satisfaction, public transport patronage and casualty trends for different groups.

YBI will facilitate the introduction of new clean emission vehicles by the operators, replacing older buses, therefore reducing the impact on air quality. The scheme will address problems of poor access to employment opportunities and will provide a high standard level of access to key services such as health, education and food shopping.

### MSBC

Expected to be submitted by October 2006.

### A62 LEEDS ROAD, HUDDERSFIELD

#### Scheme description

The scheme consists of a multi-modal strategy to improve transport infrastructure to allow 90 hectares of new employment opportunities to be developed. It includes:

- the introduction or modification of bus services and improved pedestrian and cycling links, to connect areas of high unemployment to new job opportunities;
- the improvement of key sections of the corridor to accommodate development traffic without increasing congestion, and allow extensive bus priority measures to be introduced; and
- an integral Air Quality Management strategy.

#### Estimated cost

£18million

#### Implementation timescale

2007/08 to 2009/10

#### Value for money

Not yet estimated.



### Priority within the Regional Transport Strategy

The scheme supports economic growth and regeneration in a sustainable manner due to the emphasis on public transport services and local employment. It improves access to economic opportunity and will have a small but beneficial impact on local air quality.

### Consistency and compatibility with LTP2

The scheme addresses a number of LTP2 objectives:

- it improves access to employment opportunities, including via public transport;
- it supports the growth of local economies and has the potential to do this while minimising long distance car commuting; and
- it will have a small but positive impact on air quality at key junctions along the corridor.

### Effect on LTP2 programme

Complementary to the LTP2 programme.

### Additionality (to targets, trajectories and objectives for shared priorities)

The scheme will allow brown-field sites to be developed without increasing congestion. It will improve bus service punctuality and patronage, and thereby, with improvements to walking and cycling links, improve modal split. It will address problems of poor access to employment opportunities from areas of high unemployment and contribute to improving air quality and safety.

### MSBC

Could be submitted during the period of LTP2.

## PHASE 1 COUNTYWIDE PARK AND RIDE DELIVERY PROGRAMME

### Scheme description

A study has been undertaken to review the development of park and ride provision in West Yorkshire, to assess provision for residents and visitors. A list of 125 sites was created to identify all existing and proposed sites in West Yorkshire (59 existing sites and 66 proposed sites). This has been used to identify sites with the greatest potential that could be taken forward for development and potential phased, integrated implementation.

The review includes a timetable for developing and implementing park and ride sites over the short, medium and long term. The detail and scope of this first stage bid are still being assessed.

The bid to be submitted in LTP2 will be for those schemes which can be delivered in the short term and developed in the medium term. Those with most impact on LTP objectives will be considered for the first stage bid.

### Estimated cost

Not yet estimated

### Implementation timescale

From 2008 to 2011

### Value for money

High levels of non-user benefit have been forecast for all the park and ride sites, irrespective of mode, which can result in high positive BCRs. This is calculated on the basis that all park and ride trips equate to a like for like removal of car trips, and that the effect of passengers driving to park and ride sites is neutral.

One outstanding issue affecting delivery is the possible need for revenue support.

### Priority within the Regional Transport Strategy

A Regional Demand Management Strategy has been identified by the RTS as one of the priority schemes to be implemented. This will introduce demand management measures, such as the improvement of parking standards at specific locations.

The RTS also promotes schemes which improve access to main urban areas. Park and ride can help to integrate the operation of different transport modes, promoting the use of public transport to access main urban areas.

The scheme will also help to meet the objectives of promoting sustainable developments and improving access to opportunities in a manner that is equitable and socially inclusive. Park and ride was identified in consultation as one of the most favoured solutions to tackle congestion.

### Consistency and compatibility with LTP2

The scheme will help to improve access to jobs and other services in central urban areas. The scheme will help to create a more efficient use of highway space, making the most benefits of car use whilst addressing the problems caused by cars in central areas. If introduced as part of a demand management strategy it will contribute to alleviating problems associated with congestion.

### Effect on LTP2 programme

Complementary to the LTP2 programme

### Additionality (to targets, trajectories and objectives for shared priorities)

Park and ride schemes can promote accessibility for people with cars, but can also help to increase demand on radial public transport routes improving the efficiency. If introduced as part of a demand management package, it can be assumed that improvements in air quality, safety and congestion will ensue. The scheme will contribute to greater public transport patronage, and help meet targets for air quality, congestion and accessibility.

### MSBC

Expected to be submitted during 2006



## MYBUS EXTENSION

### Scheme description

The first stages of the MyBus major scheme (which was approved in 2003) are now starting to roll out the delivery of Metro's Education Transport Vision: 'To work in partnership to provide an attractive, high quality home-to-school bus service designed to: reduce car dependence; and encourage bus use into adult life'. The proposed major scheme will enable us to roll out the Vision further by providing more dedicated vehicles for home-to-school transport supported by a package of measures to support a safe and secure journey to/from school. By the end of LTP1, around 90 vehicles will have been funded through initial major scheme funds with another 60 on order. The bid will seek to secure funding for around a further 150 vehicles.

### Estimated cost

£15.0 million

### Implementation timescale

From 2008 onwards, in yearly phases.

### Value for money

The bid for the initial phases showed a BCR of over 4.0, owing in part to the considerable decongestion benefits the scheme would bring. The addition of more vehicles into the fleet would bring added value to existing management/booking facilities currently operating.

### Priority within the Regional Transport Strategy

The scheme supports RTS objectives to reduce the need to travel by car and promote modal shift, and will improve access to opportunities in a manner that is equitable and socially inclusive. The scheme supports the objective to improve safety.

### Consistency and compatibility with LTP2

The scheme complements the objectives of LTP2. The package improves access to education by public transport and supports an increase in the use of public transport.

The scheme reduces the adverse impact of car-based travel on communities. It reduces transport related impacts on the environment, reducing the impact on air quality, climate change, and natural resources through lower car use and higher use of sustainable travel.

The scheme is also designed to address issues surrounding personal security and the perception (by children and parents) of safety while travelling to school. The scheme aims to address social exclusion within rural communities and economically disadvantaged communities.

### Effect on LTP2 programme

Complementary to the LTP2 programme.

### Additionality (to targets, trajectories and objectives for shared priorities)

My Bus will provide a positive contribution to the DfT mandatory targets for modal split for journeys to school, road user casualty rates,

casualty trends for children, congestion delay, nitrogen dioxide levels in AQMAs, area wide road transport emissions and footway conditions. It will also contribute to local key indicators on peak period modal split to main town and city centres and the congestion index.

The scheme supports all shared priority objectives and will assist in improving quality of life by promoting educational attainment and increasing parents' flexibility for work. The scheme offers good cross sector benefits to health, education and the environment.

The scheme also tackles issues of truancy and late attendance and will integrate more children with special educational needs onto mainstream transport.

### MSBC

Bid will be considered once all the 3 phases of the initial scheme have been delivered and assessed, and this could be during 2007.

## A61 NORTH WAKEFIELD GYRATORY SYSTEM/ WAKEFIELD INNER RING ROAD

### Scheme description

This scheme involves introducing a one-way clockwise circulatory system on the A61 Leeds Road/Northgate (southbound) and Bradford Road/Wentworth Street (northbound) with two lanes for general traffic and a third lane for buses and cycles.

A link would need to be added to the southern end of the gyratory system to complete the circuit. Improving road links around Wakefield Westgate station and the adjacent 17-acre redevelopment site form part of the measures to improve the Ring Road.

Additional minor highway improvements to improve capacity and circulation are also included. Improved pedestrian crossing facilities and other measures to aid pedestrians, cyclists and public transport users accessing the city centre are included in the combined scheme.

### Estimated cost

£8m

### Implementation timescale

2008/09 to 2009/10.

### Value for money

Under evaluation

### Priority within the Regional Transport Strategy

North Wakefield gyratory is part of the YBI, which is a regional priority. The scheme fits with all the other objectives of the RTS. Completion of the Inner Ring Road supports regeneration and economic growth. The integrated nature of the proposed development support reducing the need to travel, particularly by car.

### Consistency and compatibility with LTP2

The gyratory system has the potential to improve the quality of the transport environment for pedestrians, cyclists and public transport users and improve access to opportunities (education, work, leisure etc) by these modes.



Removing traffic from routes which are generally unsuitable should aid the redevelopment of the city centre in general. Improving the Inner Ring Road has the potential to improve quality of life by aiding regeneration in the area, and reducing accidents and congestion.

The scheme will include measures to actively promote more sustainable forms of transport (pedestrian crossings, cycle priorities and improved bus journey time reliability).

**Effect on LTP2 programme**

Complementary to the LPT2 programme.

**Priority within authority:**

The scheme is the most important transport related scheme in Wakefield district. It has the potential to reduce congestion and air quality problems, by smoothing traffic flow and by promoting modal change to buses from private cars. It should maximise the capacity of the transport network on the northern side of Wakefield City centre. The objectives are consistent with the priorities contained in the Fast Forward (the Wakefield District Community Strategy).

**Additionality (to targets, trajectories and objectives for shared priorities)**

The scheme will help meet congestion and safety targets. It will also help to meet the targets for modal share, public transport patronage and bus service punctuality. Peak period journey time variability for car traffic may also be improved. Safety and accessibility, particularly for public transport users, will also be improved. The transport assessment for the redevelopment of land adjacent to Wakefield Westgate station proposes improvements to accessibility for buses, cyclists and pedestrians.

**MSBC**

Expected to be submitted during 2007.

**AIREDALE INTEGRATED TRANSPORT SCHEME**

**Scheme description**

The Airedale scheme is in two stages and whilst the prospect of carrying out the first stage in two phases is a possibility it is the Council's intention, working with Metro, to prepare a comprehensive scheme for submission to the DfT within the LTP2 period. The project aims and objectives arise from Masterplan studies of the Airedale and Canal Road corridors. The works will complement major land use/ regeneration measures being brought forward and also address public transport and vulnerable mode issues.

**Estimated cost**

To be determined.

**Implementation timescale**

At this stage, Bradford is not prioritising between the Airedale and City Centre schemes. The lead scheme will result from a wide ranging series of transport, land use and other priorities together with the feasibility and programme of the measures under consideration. It is the authority's intention that at least one of

these projects will be brought forward as a major scheme bid during the LTP2 period.

**Value for money**

To be determined.

**Priority within the Regional Transport Strategy**

Within the context of the overall Masterplan measures being taken forward in the area, the scheme will address significant regeneration and economic objectives.

**Consistency and compatibility with LTP2**

As well as land use and regeneration issues, the scheme will also address public transport, pedestrian and cycling issues in the Airedale and Canal Road corridors.

**Effect on LTP2 programme**

Complementary to the LTP2 programme

**Priority within authority**

See Implementation timescale above.

**Additionality (to targets, trajectories and objectives for shared priority areas)**

To be determined.

**Synergistic benefits**

Airedale has been identified in the Regional Spatial Strategy as a place for economic change or regeneration. The scheme will be an essential catalyst for this change.

**MSBC**

To be determined.

**BRADFORD CITY CENTRE AND WEST BRADFORD INTEGRATED TRANSPORT SCHEME**

**Scheme description**

This scheme is one element of a wide ranging development package in the city centre arising from a major Masterplan study jointly commissioned by Bradford and Yorkshire Forward. The works will be designed to complement a range of land use and other developments supported by the Masterplan findings.

Part of the scheme will include a reassessed stage of an extension to the City Ring Road which has previously been at an advanced level of preparation. The measures in the package will consider the needs of public transport and other modes in this area and their integration with the major land use activities here both now and following the development of the Masterplan proposals.

The works will also include an assessment of the City's Outer Ring Road (West) and the measures necessary to address significant deficiencies in the facilities available here to all modes.

**Estimated cost**

To be determined.



**Implementation timescale**

At this stage, Bradford is not prioritising between the City Centre and Airedale schemes. The lead scheme will result from a wide ranging evaluation of transport, land use and other priorities together with the feasibility and programme of the measures under consideration. It is the authority's intention that at least one of these projects will be brought forward as a major scheme bid during the LTP2 period.

**Value for money**

To be determined.

**Priority within the Regional Transport Strategy**

Within the context of the overall Masterplan measures being taken forward in the area, the scheme will address significant regeneration and economic objectives.

**Consistency and compatibility with LTP2**

As well as land use and regeneration issues, the scheme will also address public transport, pedestrian and cycling issues in the city centre and those areas of the city where the measures will have direct impacts.

**Effect on LTP2 programme**

To be determined.

**Priority within authority**

See Implementation timescale above.

**Additionality (to targets, trajectories and objectives for shared priority areas)**

To be determined.

**Synergistic benefits**

To be determined.

**MSBC**

To be determined.

**A6120 LEEDS OUTER RING ROAD (INITIAL MEASURES SCHEME)**

**Scheme description**

This Strategy is being developed to address long standing issues relating to route management and congestion along the A6120 Ring Road Route in Leeds. The corridor under consideration takes in the entire A6120 from its junction with the M1 at Austhorpe to its junction with the A647 at Dawson's Corner.

The Initial Measures Scheme proposals will address short term issues in terms of congestion hotspots along the A6120 route including key junctions with major radial routes. In the longer term the Strategy also accommodates proposals within the revised Leeds UDP. Access to Leeds Bradford International Airport is also included within the Strategy as well as the potential for future strategic park and ride sites within the A6120 corridor.

**Estimated cost**

To be determined.

**Implementation timescale**

The staging of the full Strategy is to be determined as the evaluation of the full strategy package is progressed.

Within the Initial Measures Scheme it is intended that initial priority will be given to early route management measures that address congestion on the orbital route and to tackle issues relating to public transport priorities at key locations. Later elements of the Strategy are expected to address longer term route management issues, including access to Leeds Bradford International Airport. It is the authority's intention that at least the first part of the Strategy package, the Initial Measures Scheme proposal, is brought forward as a major scheme bid together with the overall Strategy Delivery Plan during the LTP2 period.

**Value for money**

To be determined.

**Priority within the Regional Transport Strategy**

The Strategy Initial Measures Scheme will support the ongoing development of the Leeds City Region by improving orbital traffic movements around the city and enhancing access for public transport on radial routes which will improve the strategic corridor from the M1 to Bradford and the north Aire Valley. Later elements will enhance access to strategic development sites notably the proposed East Leeds Extension, the Aire Valley regeneration area and address the Regional Priority for improved airport access.

**Consistency and compatibility with LTP2**

The proposals will address, at a strategic level within Leeds, key LTP issues of congestion and accessibility within the corridor. By allowing the better management of traffic at key locations the Strategy will also benefit local communities by reducing traffic impacts on inappropriate routes. As well as these higher level benefits, the Initial Measures Scheme will also address public transport, pedestrian and cycling issues at key locations along the route with beneficial impacts on safety and movement.

**Effect on LTP2 programme**

To be determined.

**Priority within authority**

The A6120 route and access to the Leeds Bradford International Airport are identified as strategic priorities for the city in the Vision for Leeds 2004-2020.

**Additionality (to targets, trajectories and objectives for shared priority areas)**

To be determined.

**Synergistic benefits**

To be determined.



## MSBC

To be determined.

## PILOT PROJECT

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### BRADFORD MINITRAM

#### Scheme description

Introduction of a mini-tram system in Bradford city centre which will link Bradford Interchange and Bradford Forster Square rail stations using existing road space and penetrating into the pedestrian precinct to serve areas not currently served directly by public transport.

#### Estimated cost

Less than £5.0m

It is envisaged that contributions may be available from other funding sources and it is likely that the LTP submission would be for less than the full project costs (£2.0m - £3.0m).

This scheme will be put forward for consideration under the premise that pilot or demonstration schemes costing less than £5.0m may be submitted for funding, providing that they include significant innovative elements.

#### Implementation timescale

It is anticipated the scheme could be implemented in 2008.

#### Value for money

A scheme trial was carried out during 2005/06. Information and experience gained from that trial have produced valuable evidence which will be used in developing the MSBC. In particular feedback from the trial will help establish the likely level of benefits the major scheme would deliver.

#### Priority within the Regional Transport Strategy

The scheme supports the RTS priority to improve access to main urban areas.

#### Consistency and compatibility with LTP2:

The scheme supports the growth of local economies. Linkages between major new retail developments, future public realm projects in the city centre and the main public transport hubs will be essential to ensure the economic growth of Bradford city centre and wider district.

The topography of the city centre can create barriers to travellers and customers, and hence the scheme will provide improvements to accessibility. In addition the vehicles are also wheelchair accessible. They are electrically powered with low emission and noise levels, contributing to endeavours to reduce the environmental impact of transport.

#### Effect on LTP2 programme

Complementary to the LTP2 programme.

### Additionality (to targets, trajectories and objectives for shared priority areas)

The scheme will improve accessibility, and improve the opportunity for public transport interchange, leading to increased public transport patronage.

#### Synergistic benefits

The scheme would complement the existing 'Connecting the City' scheme in Bradford.

## MSBC

Expected to be submitted by July 2006.

## SUPERTRAM REPLACEMENT SCHEMES

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### STOURTON PARK AND RIDE

#### Scheme description

The utilisation of land designated for the main Supertram Park and Ride site (up to 3000 spaces) just 3km south of Leeds city centre, and immediately adjacent to the M621 Junction 7, close to the M1. The scheme would build a safe by design park and ride scheme, fund the purchase of a fleet of up to 6 high capacity, high quality buses (possibly cashless 'ftr' type), involve necessary highway works to provide bus priority measures on the selected route to the city centre and interchange opportunities within the city centre including the rail station. This scheme would be designed for later conversion to BRT.

#### Estimated cost

Still being evaluated, but likely to be around £11 million for land and construction and around £2 million for high quality/high capacity vehicles.

#### Implementation timescale

Before 2011.

#### Value for Money

The Supertram scheme showed this section of route between Stourton and the city centre as having the strongest economic case.

#### Priority with the Regional Transport Strategy

Access into Leeds from West Yorkshire and the Region is a clearly identified priority, and this scheme enables direct access from a motorway based park and ride site into the heart of the city centre and the railway station.

#### Consistency and compatibility with LTP2

By accommodating more capacity for public transport access in a way that diverts city centre parking to a location peripheral to the city centre, this will accommodate transport growth and increase city centre modal shares for public transport.

#### Effect on LTP2 Programme

Still being evaluated.



**Additionality (to targets, trajectories and objectives for scared priorities)**

To be determined.

**MSBC**

To be submitted late in 2006.

**LEEDS CITY STATION SOUTHERN ACCESS**

**Scheme description**

The scheme is in an early stage of development (pre-feasibility) but is likely to include the provision of new rail passenger facilities on the south side of Leeds City Rail Station adjacent to the developing Holbeck Urban Village. The required infrastructure is likely to include: a remote ticket/information office, a high capacity lift from the Granary Wharf area (plus steps), an elevated footway across 2/3 platforms connecting the lift access area to the existing modern footbridge and mezzanine area.

**Estimated cost**

Between £6 million and £9 million for construction

**Implementation timescale**

In order to complement ongoing land use development an opportunity exists to construct during 2009/10.

**Value for Money**

Around 100,000 rail passengers pass in and out of Leeds City Rail Station each day, and this figure is set to grow during LTP2. An increasing number are now walking to/from the rapidly expanding south bank area. A very conservative time savings of just 2 minutes would give a BCR of at least 2.5 if the capital costs were £7 million. At this stage it is our view that the scheme will have a very strong business case.

**Priority with the Regional Transport Strategy**

Access into Leeds from West Yorkshire and the Region could be compromised if existing exit/entrance capacity to/from Leeds City Station is not enhanced. The LTP strategy will seek to increase rail use as a preferred mode of access into Leeds, and a direct route into the south bank will reduce journey times for passengers to that area (and the existing city centre).

**Consistency and compatibility with LTP2**

Enabling rail growth and modal transfer from the car, particularly into expanding employment and residential zones on the south bank

**Effect on LTP2 Programme**

This scheme is complementary to the LTP programme,

**Additionality (to targets, trajectories and objectives for scared priorities)**

Modal transfer to rail would have wider benefits for existing bus services, alleviate congestion (particularly on the M621 corridor),

improve safety and improve air quality, and increase the mode share of public transport into Leeds whilst accommodating overall growth.

**MSBC**

To be submitted during summer 2006.

**BUS RAPID TRANSIT (BRT)**

**Scheme description**

A BRT scheme in Leeds will contribute to delivering the transport improvements which are required to support sustainable economic growth in the sub-region, providing a step change in the quality and capacity of public transport. The scheme has the potential to improve accessibility to employment opportunities and other facilities for local communities, whilst also serving the wider strategic network, covering both commuters and visitors to the city. A significant amount of work has already been undertaken on the scope of a Bus Rapid Transit (BRT) network covering certain sections of the proposed former Supertram alignment:

South Leeds: Stourton to City Centre (with park and ride)

North Leeds: Bodington to City Centre (with park and ride)

East Leeds: Seacroft to City Centre

The initial approach is intended to provide the flexibility to expand the BRT network to include other corridors. It offers the capability of being developed further to take account of the emerging East and South East Leeds (EASEL) and Aire Valley Leeds (AVL) regeneration areas and options for serving North West Leeds beyond Bodington.

**Estimated cost**

The costs for the 3 lines is still being evaluated but is likely to be in the order of £140 million for construction and land plus vehicles, assuming that the earlier bus based Stourton Park and Ride is already implemented.

**Implementation timescale**

Post 2011

**Value for money**

Initial assessments by DfT indicate a BCR greater than 3.0

**Priority within the Regional Transport Strategy**

The Regional Transport Board have identified the requirement to implement a Supertram replacement scheme.

A Leeds BRT scheme will support the on-going development of the Leeds City Region, which is consistent with the Regional Spatial Strategy, and will contribute to delivering the priority outcomes of the RTS including improving the capacity and quality of public transport links between the main urban areas in the Leeds City Region, in particular to Leeds city centre. The scheme also supports RTS objectives to reduce the need to travel by car and to promote modal shift and improved public transport. Later elements will contribute to improving the accessibility of regeneration priority areas, including EASEL and Aire Valley Leeds.



### Consistency and compatibility with LTP2

Making a step change in public transport through BRT provision complements other LTP2 strategies and measures to increase public transport patronage. BRT will support the sustainable growth of Leeds and will encourage modal switch to public transport; the effects of this will also contribute to minimising the environmental impacts of transport.

### Effect on LTP2 programme

Complementary to the LTP2 programme

### Priority within authority

### Additionality (to targets, trajectories and objectives for shared priorities)

BRT complements the objectives of LTP2. It will contribute to alleviating the problems associated with congestion and will improve accessibility to jobs, education and other key services. The scheme will help to meet the targets for modal share, public transport patronage and bus punctuality. It will help to meet the congestion target and will improve safety and accessibility for public transport users.

### MSBC

April 2007.

### MAJOR SCHEMES FOR LTP3

Potential major schemes proposed for LTP3 and beyond:

- Schemes from the Transport Vision work (including, for example, improvements to the Harrogate rail line and better public transport links to the Aire Valley Employment Area to the south east of Leeds);
- Further development of the BRT network;
- Improved (public transport) access for Leeds/Bradford International Airport;
- Wakefield Eastern Bypass as part of a wider strategy (i.e. Wakefield City integrated transport scheme);
- Keighley integration scheme;
- Transportation projects from the Colne Valley Study;
- South East Link Road – Wakefield;
- Rapid transit for Bradford to Leeds corridor; and
- Other rapid transit/rail corridors.

