Leeds City Region Transport Strategy:

EXECUTIVE SUMMARY
What is the Leeds City Region Transport Strategy?

The Leeds City Region Transport Strategy sets out framework for a period of 20-25 years. It aims to improve transport across the area by meeting existing demand for travel, tackling current problems of congestion, supporting future development and prosperity, and progressing towards a lower carbon economy.

In 2007, the City Region generated a GVA of £46 billion with a workforce of 1.5 million, 60% of the total for the Yorkshire & Humber region.

Significant housing and employment growth is planned for the City Region. Good transport links are central to supporting our economy and need to be continually improved to ensure they continue this role in the future.

The Strategy is consistent with Government policy on transport, as set out in the document Delivering a Sustainable Transport System (DaSTS).
# National DaSTS Goals

**City Region Priority Challenges**

<table>
<thead>
<tr>
<th>National DaSTS Goals</th>
<th>City Region Priority Challenges</th>
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<tr>
<td>To reduce transport emissions of carbon dioxide to address climate change</td>
<td>• Deliver a reduction in transport related greenhouse gas emissions;</td>
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<td>To support economic competitiveness and growth</td>
<td>• Reduce productive time lost through delays in transport;</td>
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<td>• Improve access and connectivity to labour markets in key business centres;</td>
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<td>• Deliver improvements to transport that will support housing growth;</td>
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<td>• Reduce the economic gap between our region and other parts of the country;</td>
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<td>To promote greater equality of opportunity</td>
<td>• Enhance social inclusion and regeneration in deprived areas;</td>
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<td>To contribute to better safety, security and health</td>
<td>• Reduce the risk of injury or death in a transport related accident</td>
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<tr>
<td>To contribute to better safety, security and health</td>
<td>• Cross cutting challenge</td>
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What issues does the Strategy need to address?

The number of trips by rail, and from Leeds Bradford International Airport, have increased significantly over the last 10 years. Bus patronage has declined, as shown in Figure 1.

![Figure 1: Historic Transport Trends](image)

- Air
- Rail
- Car
- Bus

Source: MetroFacts, DfT, LBIA, Road Traffic Statistics for Local Authorities (DfT). Data information presented by journey in Small Tabulation rather than City Region as data on bus and rail patronage not available at the City Region level. Selected routes in the City Region are summarising. Data has been re-based to 1993 levels, and presented as an index.

People are travelling further to get to work. This affects the amount of CO2 generated, with Figure 2 illustrating journeys over 10 miles produce a dis-proportionate amount.

![Figure 2: CO2 emissions generated by length of journey](image)

- % of total trips
- % of total CO2


The busiest journey to work flows are between Bradford and Leeds, plus Kirklees and Wakefield to Leeds, as shown in Figure 3.

Transport improvements will be needed to help the city region emerge from the current recession and prosper from the future economic upturn. In the longer term, the number of houses and new jobs is set to increase. The City Region needs to build over 250,000 new homes by 2026. Our transport system will need to be improved to help deliver this growth and support economic competitiveness.

Deprivation problems across the city region also need addressing, to provide better access to jobs from areas with relatively low car ownership, reducing the economic gap.
Figure 3: Principal Journeys to Work
To Manchester City Region via M62, A62, Transpennine and Calderdale lines.

To Sheffield City Region, London and East & West Midlands

To Hull and Humber Ports

To North East & Scotland

To London

Figure 4: Spatial Priorities
What issues does the Strategy need to address?

The performance of existing networks in the city region, together with the location of planned employment and housing growth were used to identify spatial priorities - either an A, B1, B2 or C priority, as shown in Figure 4.

Leeds, Bradford and Leeds Bradford International Airport were identified as the most important spatial priorities within the city region.

Links to the Manchester City Region (including Manchester Airport) via the M62, A62 and the transpennine rail corridors, Sheffield City Region (via Barnsley and Wakefield) and London were identified as the most important external connections.

Barnsley, Halifax, Harrogate, Huddersfield, Wakefield and York were identified as B1 priorities.

Two national strategic corridors have been identified by the DfT: north – south and Transpennine, including the Humber Ports which act as important gateway for the City Region.
An integrated transport system for the Leeds City Region

By packaging different options it was possible to identify the potential ways of addressing the City Region’s transport priorities.

Current economic challenges have increased funding uncertainties, so three scenarios have been defined to understand how delivery could be affected:

- Business as Usual, but recognising there may be greater competition for funds;
- Pessimistic Scenario: 30% reduction in funding;
- More Optimistic Scenario: 30% increase in funding, benefiting from the City Region’s Forerunner status.

It is recognised that some form of demand management measures may be required for certain parts of the city region to secure access to larger funding sources.

A detailed prioritisation process is required, to identify the most urgent schemes to be delivered that affect the busiest and most congested corridors.

**Rail:** The Strategy needs to make the case for improved urban rail (examining the suitability of tram-train for selected corridors), better trans-pennine links including electrification and faster journey times to London.

**Carbon Assessment:** The Strategy could deliver a potential 7.5% reduction in CO₂ emissions, but this is predicated on a significant uptake of low emission vehicles. Further measures will be needed to meet wider UK carbon reduction targets.

**High Speed Rail:** A new high speed rail link to Yorkshire would transform connectivity and generate productivity benefits of £1.5-3bn, plus the standard transport benefits. However, there are a number of deliverability and funding risks, and it is vital that improvements are secured to existing lines over the short to medium term.

**Agglomeration:** Strategy would strengthen connectivity between major centres within the city region and increase current GVA by about 1.2-1.4% (£850m-£940m per annum).
Emerging Interventions for the City Region

PRIORITY THEMES:
1. reducing carbon emissions and improving energy resilience;
2. strengthening the contribution of the bus;
3. improving strategic connectivity to tackle congestion;
4. developing a strategic framework for demand management; and
5. more effective land use policy / transportation integration.

GENERIC INTERVENTIONS:
- Smarter choices
- Strategic cycling
- Home to school extension
- Transform local bus services
- Improved express buses
- Additional rail carriages
- Reduced bus fares
- Demand management
- Efficiency of the rail network
- Full ticket integration
- Land use policies
- Strategic corridor improvements
- Rail freight enhancements

The emerging spatial interventions are presented for the North and East, Western and Southern sectors in Figures 5-7 respectively.
Figure 5: Spatial Interventions: North And East Sector

**To North East & Scotland**

**Figure 5: Spatial Interventions: North And East Sector**

**KEY**
- **Settlements**
  - A - Regional Cities
  - B - Sub Regional Cities & Towns
  - C - Principal Towns
- **Gateways**
- **New Growth Points/Urban Eco-Settlements/Regeneration Areas**
- **National Links**
  - Priority A National Connections
  - Priority B National Connections
- **Corridors**
  - A/A
  - A/A
  - A/C
- **Railway**
- **Motorway**
- **Other Strategic Routes**

**Package of improvements to support housing growth, address congestion and improve connectivity in Harrogate and from Harrogate to Leeds, York & LBIA:**
- enhanced bus/rail interchange
- improvement to rail services to Leeds, York and inter-city connectivity
- investigate solutions to boost capacity on the Harrogate Line including tram-train
- examine the scope for new railway stations
- improve access to Leeds including tram-train
- improve access to the rail network including parking at stations
- improve connectivity in rural areas
- targeted highway improvements to support future growth.

**Package of improvements to enhance connectivity to LBIA:**
- enhance rail services to Leeds, York and inter-city connectivity
- investigate solutions to boost capacity on the Harrogate Line including tram-train
- examine the scope for new railway stations
- improve access to Leeds including tram-train
- improve access to the rail network including parking at stations
- improve connectivity in rural areas
- targeted highway improvements to support future growth.

**Package of improvements to enhance connectivity and support housing and employment growth in Leeds:**
- targeted highway schemes for the M1 and M62 corridors to increase capacity and improve journey time reliability
- targeted highway capacity improvements, including the Outer Ring Road
- enhance rail connectivity to Shipley, Manchester (via Huddersfield and Halifax), London and other city regions
- enhance local rail services, especially capacity increases, particularly to the Five Towns, Halifax and Huddersfield
- increase Leeds station capacity
- construct new railway stations – Apperley Bridge, Kirkstall and East Leeds Parkway
- improve access to the rail network, particularly in north west Leeds
- improve facilities at railway stations
- investigate solutions to boost capacity on the Harrogate Line, including tram-train
- introduce new rapid transit corridors towards Bodmin, Shrewsbury and St James, including park & ride
- examine the feasibility of new rapid transit corridors, including Leeds to Bradford and an easterly extension to serve EASEL
- comprehensive bus priority for the A458 and the A4047
- new park and ride facility serving the M62 corridor
- develop a city centre access and movement strategy

**Package of improvements to enhance connectivity to York, and support housing and employment growth in North West York:**
- enhance rail services towards Leeds and other city regions
- expand the capacity of park and ride
- improve rail links to serve York North West possibly by tram-train and examine the scope for new railway stations
- improve bus / rail interchange in central York
- targeted highway improvements, especially the Outer Ring Road
- investigate the potential for In-Rail electrification, possibly as part of a national strategic diversification route

**Package of improvements to support regeneration, housing growth and economic development in Airedale & Shipley-Bradford corridor, a "Regeneration Priority Area":**
- highway and public transport improvements in Shipley and Keighley
- highway and public transport improvements to support Urban Eco Settlement on Canal Road corridor including a potential new rail station at Manningham
- integrated transport improvements in Saltaire/Shipley and Keighley linked to regeneration of the town centre
- highway and public transport improvements east of Shipley to facilitate economic growth, housing and regeneration of the town centre
- train lengthening and platform improvements
- improve access to the rail network, particularly at Shipley
- enhance bus/rail interchange
- improve inter-city connectivity

**Package of improvements to support housing growth, address congestion and improve connectivity in Harrogate and from Harrogate to Leeds, York & LBIA:**
- enhanced bus/rail interchange
- improvement to rail services to Leeds, York and inter-city connectivity
- investigate solutions to boost capacity on the Harrogate Line including tram-train
- examine the scope for new railway stations
- improve access to Leeds including tram-train
- improve access to the rail network including parking at stations
- improve connectivity in rural areas
- targeted highway improvements to support future growth.
Figure 6: Spatial Interventions: Western Sector
To Sheffield City Region, London and East & West Midlands

Package of improvements to support housing growth and regeneration in Sheffield City Region, London and East & West Midlands:
- Enhance local rail services towards Leeds and Sheffield (via both Barnsley and Swinton)
- Targeted improvement of rail services between Leeds and Sheffield via Swinton
- Improve rail services between Leeds and Sheffield via Barnsley
- Enhance rail connectivity to London and other city regions
- Targeted highway improvements for the M1/M62 corridor

Package of improvements to support housing growth and regeneration in Wakefield:
- Enhance local rail services towards Leeds and Sheffield
- Enhance rail connectivity to London and other city regions
- Targeted highway improvements for the M1/M62 corridor
- Improve bus/rail integration, particularly for the North Wakefield Gateway
- Deliver increased highway capacity, especially linked to the housing growth points

Package of improvements to support housing growth and regeneration in the Aire Valley:
- Develop a business case to strengthen public transport connectivity to the Aire Valley including rapid transit
- Develop the business case for improving surface access links, possibly by tram-train
- Targeted highway improvements to support housing growth
- Improve bus services that connect deprived areas with employment opportunities
- Improve access to the rail network, particularly to support housing growth

Package of improvements to support housing growth and regeneration in Barnsley and the Accessibility Improvement Zone:
- Active traffic management and targeted highway improvements for the M1 corridor
- Targeted local highway improvements to support the delivery of new housing
- Park and ride serving the M1 corridor
- Improve local rail services between Leeds and Sheffield via Swinton
- Improve rail services between Leeds and Sheffield via Barnsley

Package of improvements to support housing growth and regeneration in EASEL and the Aire Valley:
- Develop a business case to strengthen public transport connectivity to the Aire Valley including rapid transit
- Develop the business case for improving surface access links, possibly by tram-train
- Targeted highway improvements to support housing growth
- Improve access to the rail network, particularly to support housing growth

Package of improvements to support housing growth and regeneration in the Coalfields Regeneration Area:
- Enhance local rail services towards Leeds and Wakefield
- Active traffic management and targeted highway improvements for the M62 corridor
- Targeted highway improvements to support housing growth
- Improve bus/rail integration, particularly at Castleford
- Comprehensive bus improvements that connect deprived areas with employment opportunities
- Improve bus/rail integration, particularly to support sustainable housing growth

Interventions in Leeds shown on North Map

Figure 7: Spatial Interventions: Southern Sector
Whilst the City Region Transport Strategy has identified a number of important priorities, it is recognised further work is needed to refine these emerging conclusions. Substantial funding has been secured from the Department for Transport, supplemented by local contributions, to examine these themes and interventions in more detail in the Leeds City Region DaSTS Connectivity Study. The first phase of results is expected to be reported by March 2010.

This more detailed study will provide an important framework, helping to prioritise interventions that could be delivered between 2014 and 2019, and beyond. Furthermore, the study outputs will also help to inform the development of major schemes and the next Local Transport Plans to be prepared by city region authorities by 2011.

Next Steps
For further information contact:

Jeff English
Metro
t: +44 (0)113 251 7375
e: jeff.english@wypte.gov.uk

James Flanagan
Leeds City Region Secretariat
t: +44 (0)113 395 1996
e: james.flanagan@leeds.gov.uk

Nigel Foster
Arup
t: +44 (0)113 242 8498
e: nigel.foster@arup.com

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