

# **NWLTF Alternative Transport Strategy Discussion Document -**

## **Executive summary (July 2015)**

This assembly of transport proposals draws on published documents, blue-sky thinking, discussions with interested parties and feedback from public meetings. The proposals are in full accord with national and local priorities. We believe that, for a number of reasons, including the prospect of increased devolution to the Leeds City Region, their potential inclusion in Leeds transport strategy should be considered as a matter of urgency. This note comprises two sections addressing, respectively, the A660 corridor and the wider Leeds area.

### **A) Improvements in the A660 Corridor**

**Changes which are probably worthwhile irrespective of whether the NGT project goes ahead and so need not await the outcome of the Inquiry:**

- Enhanced bus priority on the A660
  - priority at signals (particularly important for late running buses)
  - new bus lane southbound in front of Arndale Centre
  - new bus lane northbound on approach to St Michaels Church
- Other measures to encourage increased bus usage:
  - provision of accurate real-time information at all bus stops
  - introduction of new services (e.g. express services, services providing access to important sites which are not well served.....) and state-of-the-art vehicles
- Measures to improve traffic flow
  - restriction of HGVs at peak hours
  - simplification of the North Lane/Otley Rd junction
  - introduction of a bus bay on Cardigan Rd
- Measures to improve pedestrian experience
  - At North Lane's junctions with Otley Rd and with Cardigan Rd
  - At Ash Road
  - Near Original Oak (changes to facilitate pedestrian movements)
  - Other (wrt street furniture and other obstacles)

**Additional changes which should be regarded as alternatives to the NGT project:**

- Increased bus priority
  - Northbound bus lanes from Richmond Rd to Richmond Avenue, up Headingley Hill (requires limited widening of carriageway) and at the approach to West Park
  - Alterations at the north end of Blenheim Walk and at Blackman Lane to reduce delays to southbound buses
  - Southbound bus lane after Shaw Lane Junction and from Rampart Rd to Clarendon Rd
  - Redesign of Clarendon Rd/Woodhouse Lane junction
- Improvements to traffic flow which, directly or indirectly, assist bus operations
  - At junctions on A660 at Clarendon Rd, Hyde Park, Shaw Lane & Thornbury Ave
  - Signalisation of Otley Old Road/Otley Rd junction and of Lawnswood roundabout (significant cost but includes priority for buses)
- Improvements benefitting pedestrians and/or side road traffic
  - At or near St Marks Rd, Clarendon Rd, Cliff Rd, Hyde Park, Victoria Rd, St Michaels Rd, Shaw lane, St Chads Drive/Burton Crescent, St Chads Rd, Glen Rd/Church Wood Ave, Thornbury Ave
- Bodington Fields Park and Ride
  - served by existing bus services, the X84 express and additional express buses
  - staged development as demand grows.

## B) Transport Improvements for Leeds as a whole

### Aiming to:

- assist the development of the Leeds economy and increase the opportunities available to Leeds residents by improving connectivity within the Leeds City Region and with other centres
- reduce the need to travel where/when e-communication would fulfil the need

### General strategy

- making efficient use of limited road-space (e.g. by encouraging the use of public transport)
- managing demand to make efficient use of spare network capacity (likely to involve more intensive use of existing rail lines and encouragement of peak-spreading)
- co-ordination between new development and new/improved transport links
- encouraging use of active modes and promoting e-communication

### Generic actions which would improve, and encourage use of, public transport

- Improving the quality of public transport journeys
  - Improving bus journey times through enhanced bus priority and more efficient boarding
  - Progressive renewal of bus fleet and rail rolling stock
  - Improvement of facilities at bus stops and stations
- Introduction of new bus and rail services where necessary and possible
  - To serve new developments
  - To provide express links where appropriate
  - To increase frequency
- Travel demand management to maximise the efficiency of network operation:
- Maximise the efficiency of network operations to ensure most efficient use of existing capacity:

### Specific infrastructure schemes to be considered

- **Highway Schemes:**
  - Addressing capacity issues on Outer Ring Road, on M62 and M621 and in Leeds City Centre (station access, inner loop)
  - Completion of “missing links” (southern arc of Leeds Inner Ring, East Leeds Link Road, airport Access Link)
- **Rail infrastructure**
  - enhanced signalling and introduction of turnrounds and bypass lines where appropriate
  - Provision of rail-based park and ride facilities (e.g. at Apperley Bridge, Kirkstall Forge, Calverley, Horsforth station, Horsforth Woodside, Leeds Bradford Airport, East Leeds Parkway, Thorpe Park, Stourton, and Tingley)
  - New stations on existing rail lines or on extensions to them – possibly built to Light Rapid Transit (LRT) rather than “heavy” rail standard. (e.g. at Kirkgate, Aire Valley, Seacroft / Coal Road / Thorpe Park, Beeston / Middleton, Rothwell, Woodkirk / E Ardsley, Tyersal and Otley)
  - Improved rail links to Birmingham, Sheffield and Manchester, perhaps via HS2/HS3
- **Partially segregated rapid transit (LRT or Bus Rapid Transit).**
  - The route to St James Hospital
  - Existing guided bus corridors (may warrant extension or upgrade)
  - Other radials (Kirkstall Rd, Dewsbury Rd, Stanningley Rd towards Bradford, Easterly Rd and Wakefield Rd)
  - Linking the airport with Horsforth station (potentially fully segregated)

Further details are provided in a separate document which will be made available on <http://www.nwlrf.org.uk>

