

Transport

CONTENTS

Strategies and initiatives
Transport links

Strategies & Initiatives

Leeds City Region 'West Yorkshire Plus' Transport Fund

Targeted investment in transport has the potential to unlock significant economic growth in our City Region. Decades of under-investment means that the capability of the network has not kept pace with economic and population growth leading to problems of delays, congestion and crowding which will hamper future economic growth unless they are addressed.

The Leeds City region partnership is working to secure greater local control over transport spending and decision-making, The Leeds City Deal with government was confirmed in July 2012, creating an opportunity for Rail Devolution, and the proposal to create a £1billion 'West Yorkshire Plus' Transport Fund' to invest in transport in West Yorkshire and York over the next decade.

In July 2014, the Leeds City Region secured £1 billion in July 2014 some of which will fund the Strategic Economic Plan and the West Yorkshire + Transport Fund, and help drive economic growth in the region

The transformational schemes that have been identified for further development and investment are:

- Electrification and upgrade of all core rail routes
- Rail or tram train connections between Leeds and Bradford to Leeds Bradford International Airport
- Enhancing the quality of the local rail network through the outputs of the Yorkshire Rail Network Study including the restoration of the Wortley Curve to provide better links to Bradford from the East Coast Main Line, Wakefield and Sheffield
- Preparing the local rail network for High Speed Rail
- Expansion of the initial NGT trolleybus network to provide a core 'rapid transit' network for West Yorkshire
- Full upgrade of the strategic motorway network

A number of Core Projects, listed below have been identified for Leeds. These schemes seek to build on the Local Transport Plan and schemes that have been progressed in recent years,

- Leeds City Centre Package that reduces through traffic in and around Leeds City Station enhancing it as a pedestrian gateway and improves bus, rail and taxi interchange.
- A6110 Outer Ring Highway Improvements from M621 J1 to the A647 Stanningley Bypass. Includes enhanced pedestrian and cycling facilities as well as junction improvements at key intersections along the route.
- East Leeds Park and Ride Station
- East Leeds Orbital and Outer Ring Road, a new orbital highway route from the M1 Junction 46 to west of the A58. Upgrade of the A61 and King Lane roundabouts to traffic light controlled junctions. Includes a link road between Manston Lane and M1 Junction 46 and East Leeds Orbital Route from Manston Lane to the west of the A58.

- Aire Valley Enterprise Zone Package will include a new Link road and river bridge to connect East Leeds Link Road to Pontefract Road. Strategic Park and Ride site on East Leeds Link Road with an express bus service to Leeds City Centre and connecting services to local communities. This scheme will pave the way for the proposed NGT extension into the area.
- New Generation Transport Line 3, to link the Aire Valley Enterprise Zone with Leeds City Centre and the rail station.
- Leeds Bradford Airport Access Road linking the airport with new junctions on the A65 and A658 with an upgrade to the A65 to provide bus priority measures.
- A653 Leeds-Dewsbury Corridor improvement - incorporating bus reliability, capacity enhancements, Park and Ride facilities and highway capacity improvements at key junctions.

West Yorkshire Local Transport Plan

The West Yorkshire Combined Authority (WYCA), replaced both the Integrated Transport Authority (WYITA) and the West Yorkshire Passenger Transport Executive (WTPTE) in April 2014, and is the Local Transport Authority for the West Yorkshire area, comprising of the five districts of Bradford, Calderdale, Kirklees, Leeds and Wakefield. Under the provisions of the Local Transport Act (2008), the WYCA has the statutory responsibility for the Local Transport Plan. A new LTP for West Yorkshire 'My Journey West Yorkshire – Local transport Plan 2011 – 2026' (LTP3) was produced for the WYITA by Metro (the West Yorkshire Passenger Executive), working in partnership with the five district councils. This 15 year plan was adopted in April 2011 and replaces the previous LTP2, which covered the three year period 2006 -2011.

The over arching objectives of the LTP3 focus on economic growth, carbon reduction and improving quality of life. It also aims to prepare for the post recession growth in employment, population and housing and their impact on the reliability of the transport network. The Four themes run through the plan to help it achieve its aims:

- Transport Assets: A well-maintained and managed transport network forms the basis of good local transport provision;
- Travel Choices: Increasing the number of sustainable travel options available to the public within the District, through travel choice, underpins our transport strategy;
- Connectivity: Connecting communities with workplaces and amenities is an essential part of regenerating the District; and
- Enhancements: Enhancing the transport network over the transport plan period will focus on making better use of new technology to improve the efficiency and safety of travel and to encourage economic growth in the District.

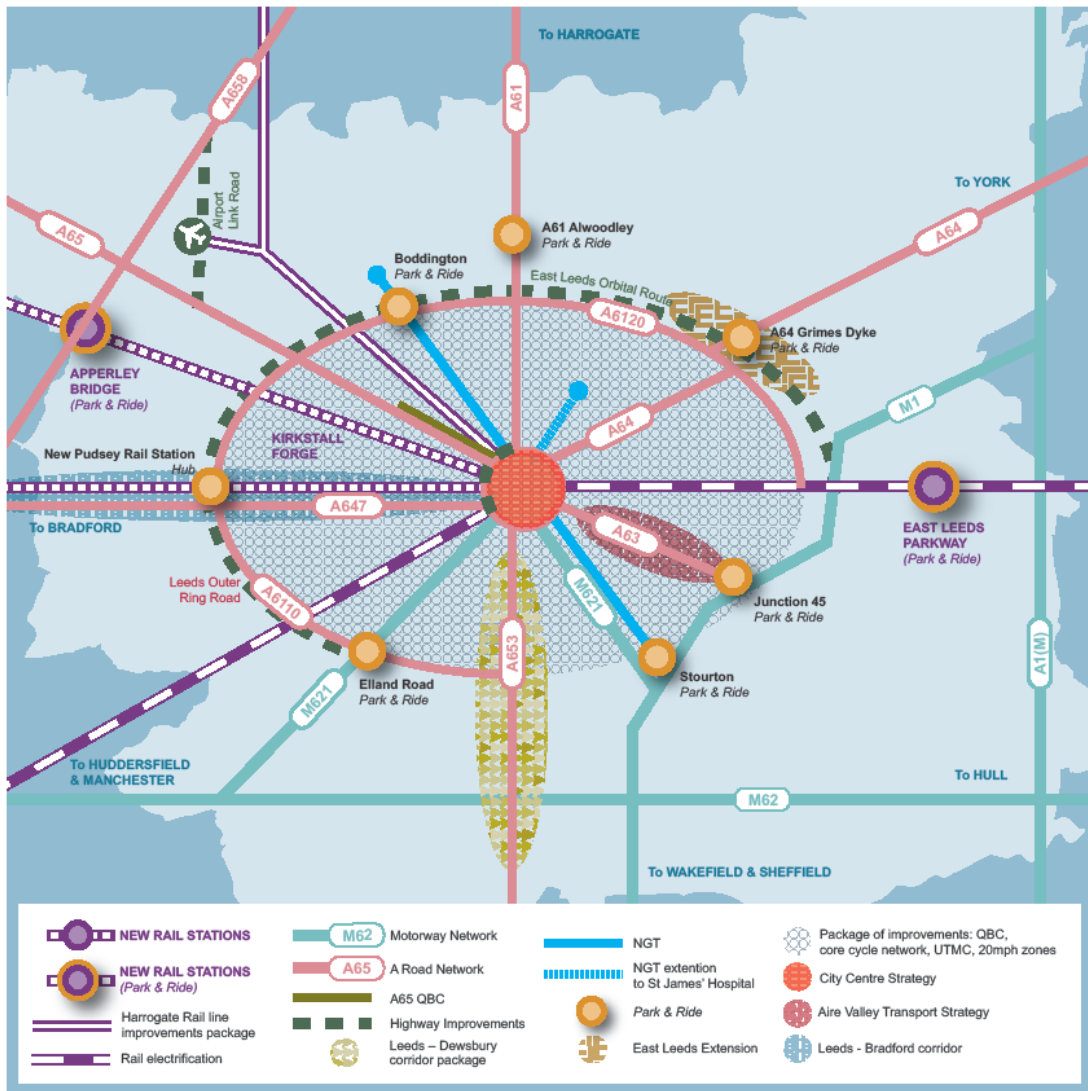
Leeds Local Implementation Plan

The Leeds Local Implementation Plan outlines how Leeds will implement LTP3 objectives through our Transport Vision for 2026, 'working together to create a high quality, accessible, reliable and safe transport system, which places greater emphasis on the use of sustainable and active travel modes, to support healthy and successful communities, and to strengthen the development of a prosperous and sustainable economy'. Leeds City Council is responsible for developing and agreeing the emerging 3-year local implementation plan proposals for our district with Metro, the programme is based on the core priorities for delivering improvements to the transport system, the key areas are:

- Maintaining road safety through local road safety schemes to target casualty reduction
- Investing in the bus network and priority measures to improve service reliability, punctuality and quality and complement the ongoing work of the WYCA to secure
- an improvement to bus services and the work of local bus partnerships
- Investment in local facilities to improve mobility
- Investment in congestion hot spots and strategic traffic management, for example urban traffic control

- Investment at a minimum to ensure strategies for the future are not prejudiced by present budget constraints
- Investment in active, healthy travel to support the Council and LTP goals for greater sustainability.

The diagram below shows the overview of transport interventions for Leeds 2011 to 2026



Transport links

Leeds has excellent north-south road and rail links in the form of the M1, A1 and the East Coast Main Line (ECML), and east-west links in the form of the M62 (Liverpool-Hull), M621 and Trans-Pennine rail services (Liverpool-Manchester-Leeds-York-Newcastle). Leeds Bradford International Airport (LBA), the principal airport in Yorkshire and the Humber, has direct daily flights to the key international hubs of London Gatwick and Amsterdam. Manchester International Airport is a little over an hour away by rail or road. The four Humber ports of Goole, Hull, Immingham and Grimsby are between 40 and 90 minutes away via the M62, M18 and M180 motorways.

The following sections look at the different modes of transport in the MD.

Road

The road network

The district has a well developed road network with good strategic links from the centre to the rest of the region and elsewhere.

| Road Network | Total Length (2011) |
|----------------------------------|---------------------|
| All Motorways | 77 km |
| Trunk Roads | 0 km |
| Other Principal Roads | 237 km |
| B Roads | 81 km |
| C Roads | 154 km |
| Unclassified Roads | 2,425 km |
| Total Road Length | 2,965 km |
| Source: Leeds City Council, 2011 | |

- The M621 runs within 1 km of the city centre, providing easy access to the M1 and M62 and the national motorway network.
- The M1/A1 Link Road was completed in January 1999.
- Leeds Inner Ring Road provides a high standard complete network around the city centre from the M621.
- The A63, A6110, A647 and A6120 form a partial Outer Ring Road around the north and west of Leeds.

Major road projects

Motorways and the core trunk road network are the responsibility of the Highways Agency of the Department for Transport. Within the Leeds MD the national roads are the M1, M62, M621 and A1/A1(M).

Several significant major road projects are taking place locally:

- Route Management Studies have been undertaken by the Highways Agency to look at strategies to make the best use of the M1, M621 and M62 routes. The studies have led to the publication of a draft Route Management Strategy for the M1/M621 motorways. This sets out, in general terms, how the Highways Agency intends to maintain, operate and improve the motorways over the next ten years.
- Completed in the Autumn / Winter of 2013, the M62 between junctions 25 and 30 became a smart motorway. This concept aims to give more reliable journeys and reduce accidents on this heavily congested section of motorway.

Leeds Inner Ring Road Maintenance

The Leeds Inner Ring Road Maintenance involves major works to three key structures on Leeds Inner Ring Road which is urgently required to ensure the continued availability of this route. The Department for Transport has agreed to provide £16.34 million towards the programme which will take place in three phases. Leeds City Council will contribute around £6.5m to cover the remaining costs.

The first two phases which include work on the New York Lane Viaduct over Marsh Lane Junction and Lovell Park Bridge are complete. The third and largest part of the scheme, Woodhouse Tunnel, started in Autumn 2013 and is expected to be completed by Autumn 2015. The work is programmed to avoid the busiest times and to avoid conflicts with other major events taking place in the city.

Inbound road traffic

Leeds has experienced considerable change over the last decade with significant investment in the city. There has been an increase in population, in employment, in city living and in the number of visitors to the city for shopping or leisure purposes. These changes have increased the demands on the transport system creating severe pressure on certain parts of the highway and public transport networks, particularly in the peak periods. Since the early 1970's there has been a significant increase in the number of people commuting into Leeds from within West Yorkshire and, to a greater extent, from outside the West Yorkshire boundary.

Furthermore, the distance people travel to work is increasing – between 1991 and 2001 the average person working in Leeds travelled 23% further, and the total distance travelled by people working in Leeds increased by 45% (reflecting longer travel distances and increased levels of employment). See Figure 1 below.

In recent years there has been continued growth in commuting to Leeds City Centre though overall, there has been no growth in morning peak hour traffic since 1990 as evidenced below. This has partly been facilitated by peak spreading (as people are travelling earlier or later), city centre living, flexible working and by increased rail patronage. See Figure 2 below.

Modal split figures for people crossing the Leeds Central Cordon inbound during the morning peak are as follows: walk (4.4%), cycle (1.2%), powered two wheelers (PTW) (0.4%), car (56.1%), bus (23.7%), train (14.2%) (Leeds City Council, 2013).

Figure 1 Leeds Cross Boundary Commuting 1971 - 2001

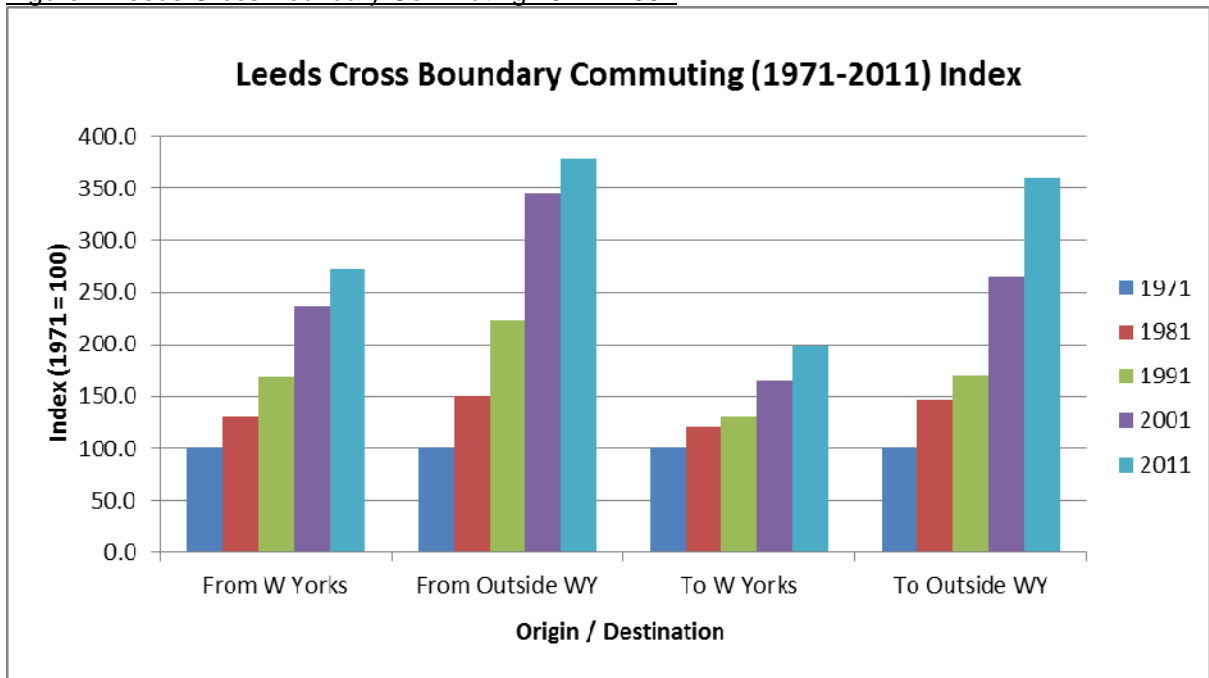
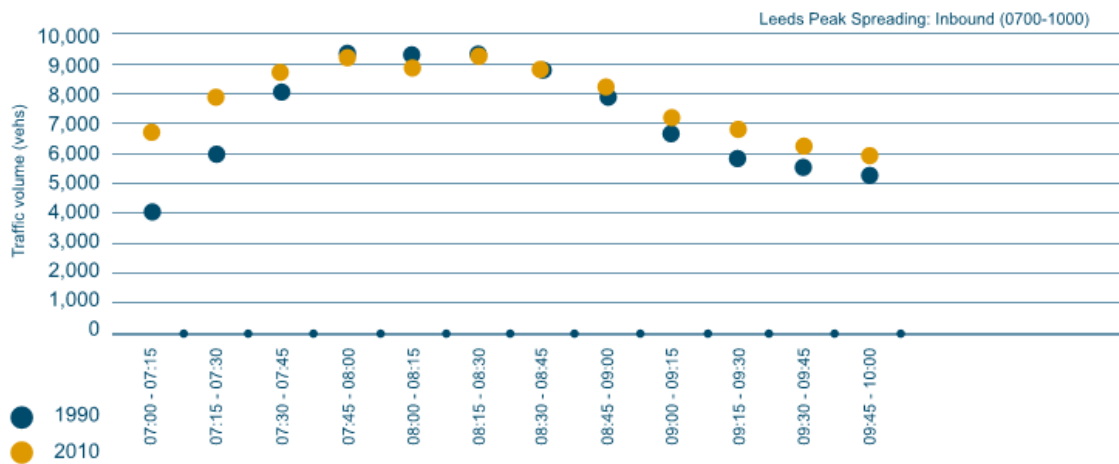


Figure 2 Leeds Peak Spreading Inbound AM Peak



Rail

Leeds is connected to other parts of the UK by an extensive network of rail services and is served by the electrified East Coast Main Line (ECML) route. Leeds City Station has the third highest number of passengers of any station outside central London, with over 900 trains and 101,000 passengers every day. Rail journeys account for 14.2% of all morning peak travel into Leeds City Centre (Leeds City Council, 2013).

An Expression of Interest has recently been submitted on behalf of the authorities in West Yorkshire (plus York), South Yorkshire and Greater Manchester to put local communities back in control of the decisions and services of local railways and transferring powers and responsibilities to the appropriate local level, and scaling back central government control. The proposition developed is for a single franchise for the North of England combining the current Northern and TransPennine franchises.

Approval has been given for the new Southern Entrance, to allow easier access to the growing south side of the City; Construction started in December in 2013 and is expected to finish in the summer of 2015. The new entrance will connect passengers directly into Holbeck Urban Village and the South Bank of the city centre. In addition to this, Leeds Rail Growth Package will see the construction of two new rail stations, with 400 car parking spaces for park and ride, at Kirkstall Forge and Apperley Bridge on the existing electrified Airedale/Wharfedale rail line. The scheme has recently been given approval and is identified in the National Infrastructure Plan. The stations could be open by 2015.

In 2010 Northern Rail constructed a cycle point on the forecourt of Leeds station, providing secure storage for 300 cycles alongside bicycle maintenance and hire facilities. Leeds commuters have also benefited from more than 2,000 extra seats each day with additional rail carriages deployed on routes serving the city. The extra carriages supplied in December 2011 gave a total of six additional trains per day operating on the Leeds - Skipton, Leeds - Ilkley and Leeds - Doncaster routes. In addition, three morning peak trains have been lengthened on the Leeds - Manchester Victoria and Bradford Forster Square - Leeds routes.

High Speed Rail

The Government's announcement on 28 January for High Speed Rail Phase Two and the route to Leeds, Manchester and beyond marks a transformational development in the future provision of transport to the North with huge potential for our city and region

A key focus of the Government's Command Paper is to set out the Government's initial preferred route with station and depot options for Phase Two of the network, which will extend directly to Leeds, with a new station in the city centre 'Leeds (New Lane)'. A moving walkway is proposed to link the two stations together allowing for integration between the regional rail network and HS2. Provisions for buses and cars will also be implemented.

The high speed rail line will be an entirely new route designed for a new fleet of trains travelling at 225mph, but with potential for 250mph, giving an indicative journey time of 1 hour 22 minutes from Leeds to London Euston. The HS2 network itself will provide high frequency and high capacity services for passengers. Leeds is expected to provide the single largest market for HS2 on the eastern leg of the network.

HS2 Phase 2 will help to support the creation of some 60,000 jobs in the cities of the Midlands and the North. Up to 10,000 jobs are anticipated in construction; 1,400 in operation and maintenance jobs; and almost 50,000 around the proposed stations

Beyond HS2, thoughts on an 'HS3' linking Leeds and Manchester are under discussion. Whilst still at an early stage a 'HS3' would either be a new rail line between the two cities or see enhancements to the existing trans-pennine network.

Long Distance Rail Services

The East Coast mainline runs from London to Scotland via York, with a spur to Leeds. The average journey from Leeds to London is 2 hours 20 minutes. Leeds to London is the biggest long distance rail market in the UK and passenger numbers have risen by 30% in recent years. In November 2009 the **National Express** Intercity East Coast franchise was nationalised. From 2015 the franchise will be operated by Intercity Railways (a venture between Stagecoach and Virgin). A new timetable began operation in May 2011, with a train every 30 minutes between Leeds and London King's Cross, with 65 services per weekday. The government has recently announced plans for electrification of the trans-Pennine rail link between Leeds and Manchester via Huddersfield. This will provide a faster and more attractive, cross-Pennine train service.

In November 2007, the Cross Country rail franchise was awarded to **Arriva Trains** operating the service under a new CrossCountry Trains brand and livery. The franchise runs from November 2007 to March 2016 (extended to November 2019 in 2013). This provides a cross-country service, providing direct access to the following stations: Glasgow, Edinburgh, Newcastle, Durham, Darlington, York, Wakefield, Sheffield, Derby, Tamworth, Birmingham, Cheltenham Spa, Gloucester, Bristol, Taunton, Exeter, Plymouth, Oxford, Reading, Southampton and Bournemouth.

The **Transpennine** franchise is operated by FirstGroup plc and Keolis. The franchise runs from 2004 February 2016 (having been extended, again, from April 2015). Major locations served by the Transpennine Express from Leeds include Newcastle, Middlesbrough, Scarborough, York, Hull, Huddersfield, Manchester, Manchester Airport, Warrington and Liverpool. New 'Desiro' class trains replaced the entire existing fleet in 2006. These trains have more powerful acceleration for tackling the gradients over the Pennines.

Local Services: Leeds Station is at the heart of the local Metrotrain network, which radiates from Leeds across West Yorkshire covering 67 stations (14 of which are in the Leeds MD). The network has a Metrocard zonal tariff, as well as standard ticketing, plus a variety of concessions and passes. Local services are operated by Northern (joint partnership between Serco Group plc and Ned Railways). The Northern franchise is due to finish in February 2016 (having been extended from April 2014). Peak travel into Leeds has more than doubled over the last ten years.

A fast service linking Leeds with Wakefield, Barnsley, Meadowhall and Sheffield was introduced in December 2004 and a new station was opened at Glasshoughton in 2005 serving the Xscape Leisure Centre and the Junction 27 shopping centre.

Bus

Leeds has an extensive network of bus services; there are over 75.7m local bus passenger journeys originating in the Leeds district and is also linked into long distance services from the rest of West Yorkshire. Bus journeys account for 23.7% of all morning peak journeys into Leeds City Centre (Leeds City Council, 2013). Leeds city bus station is on New York Street and has 26 stands available for local bus services. A National Express coach terminal adjoins it and offers an additional 10 stands and a waiting area. The passenger concourse area for the coach terminal is fully integrated with the bus station. National Express Coaches have around 100 departures a day from Leeds, serving more than 1,200 destinations.

Bus patronage has been declining in West Yorkshire from 235 million journeys in 1995/1996 to an estimated 180 million in 2011/12. Falling levels of bus patronage and a desire for greater local accountability, has led the West Yorkshire Combined Authority to review the current deregulated framework partnership approach. Although there is a strong desire for partnership working, within the current framework the partnership does not facilitate a shared risk and reward. A 'Quality Contract' scheme that would make Metro responsible for setting routes, fares, timetables and quality standards has been put forward as a preferred operating mechanism.

Major public transport infrastructure improvements - NGT

Metro and Leeds City Council are working in partnership to implement a trolleybus-based rapid transit system for Leeds known as New Generation Transport (NGT). The NGT scheme represents a major investment in the City of Leeds and will provide a high quality transport system that will help support the Leeds economy and improve the local environment by helping to address congestion. It aims, along with other transport and public transport measures, to provide a step change in the way public transport operates within the city.

The NGT proposals comprise two routes into the city centre from strategic Park-and-Ride sites at Bodington and Stourton with a combined capacity of about 3,000 spaces. The trolleybuses would be powered from overhead wires like a tram, and the majority of the system would be segregated from traffic and offer fast, reliable, frequent and comfortable journeys into and across the city. By speeding up journeys into and around Leeds, improving local connectivity and preventing the growth of congestion, NGT will provide a £160m per annum boost to the local economy and the creation of 4,000 permanent jobs. The Secretary for State for Transport announced in July 2012 that the Government would fund £173.5m towards the £250m scheme, with the remainder coming from local sources.

Having now gained 'Programme Entry Approval' Metro and Leeds City Council will begin the formal process of obtaining the legal powers needed to operate a modern trolleybus network. These powers will be sought through a 'Transport and Works Act Order' in Summer/ Autumn 2013. A public Inquiry lasting six months, finished in October 2014, and, if approved, construction could begin in 2017 with the UK's first new trolleybuses operating in service in early 2020.

See <http://www.ngtmetro.com>

Leeds was one of the first cities in the country to implement a trial of guided bus routes which allow buses to travel along specially converted central reservations to help reduce and avoid traffic congestion. There are 3.5km of bus guideway in Leeds of which cover the A61 and A64 arterials. The A61 has benefited from the introduction of a fleet of hybrid electric buses in early 2011 and is currently undergoing a refresh to improve the overall appearance and attractiveness of the route.

The A65 Quality Bus Corridor scheme, opened in September 2012, has delivered a series of bus priority measures on the A65 between Kirkstall Lane and the inner ring road; together with enhanced facilities for pedestrians and cyclists. A survey has shown that passengers are extremely pleased with the improvements to the A65 as a result of the quality bus corridor. Journey times are now faster, and operators continue to improve services along this corridor with new buses, new routes and enhanced timetables. A one year after opening evaluation and monitoring report has been completed. A significant scheme on the A653 'Tommy Wass' junction was also completed in Autumn 2011.

A High Occupancy Vehicle (HOV) or '2 Plus' Lane was introduced permanently in 1999 on the A647 Stanningley Road and Stanningley By-Pass. It is available to buses, coaches, other vehicles carrying 2 or more people, and to motorcycles and pedal cycles. The scheme has resulted in a reduction in inbound journey times for buses and other high occupancy vehicles of 4 minutes in the morning peak, and an increase in bus patronage and average car occupancy. The success of this scheme has meant that further HOV lanes have since been completed on the East Leeds link road (February 2009) and subsequently Roundhay Road, replacing the existing bus lane and improving the traffic flow into the centre of Leeds.

A pilot scheme enforcing bus lanes using cameras and number plate recognition began in summer 2011. The enforced sites have seen violations reduce by around 85% and improved bus journey times. Following the success of the scheme, approval has now been granted to rollout enforcement at all the remaining locations across the city and new bus lanes as they are constructed.

The Leeds City Bus began operating in January 2006 connecting the rail station with main areas of the city centre including the Infirmary, Dental Hospital, Leeds Met, main shopping area and the bus and coach stations. The route has carried over 6 million passengers since it was introduced and passengers are currently able to use the service for a small fare or with a tickets from the different operators in Leeds.

In October 2012, "hyperlink" branded buses between Leeds and Bradford were launched as part of a long term project with Metro and Bradford and Leeds Councils to help deliver key local policy objectives. These include helping to achieve future employment and population growth in Leeds and Bradford, supporting targeted regeneration initiatives and economic growth in some of the more deprived areas of both cities. Quality of Life for local residents will also be enhanced by improving access for jobs and services, as well as reducing congestion from regional roads

The local authorities are also supporting the project and at a West Yorkshire ITA (now WYCA) meeting an initial £74,000 was earmarked for improvements to street infrastructure on the route. Future phases of the project will consider the feasibility of new bus priority schemes to speed up and reduce the variability of journey times on this important transport corridor and operator First has committed to reinvest any surplus resources as a result of these developments into further frequency and network enhancements.

Air

Leeds Bradford International Airport (LBIA)

Situated off the A658 about eight miles (13 km) north west of Leeds City Centre, it is the major airport in the Yorkshire and Humber region and was the 17th largest in the UK in 2009. The Airport has been in existence since 1931. In May 2007 it was sold to Bridgepoint for £145m, having previously been owned by the five West Yorkshire local authorities. 24-hour flying operations were fully introduced by 1995.

In 1990 a million passengers a year used the airport. There are plans to increase the number of passengers using LBIA from the current 3m passengers each year to 3.4m by 2013/14, and potentially 7.7m to 8.7m by 2026/27 depending on route development and wider economic conditions.

The increase in recent years reflects the growing number of airlines offering scheduled flights from the Airport. They include BMI, Ryanair, Flybe, Jet2, Easyjet, Eastern Airways, KLM cityhopper, and Air Southwest.

The following destinations are served by direct scheduled flights (correct as of April 2013).

| | | | |
|-----------------|-----------|-------------|---------------|
| Aberdeen | Alicante | Amsterdam | Antalya |
| Barcelona | Belfast | Bergen | Bergerac |
| Berlin | Bodrum | Bourgas | Bristol |
| Brussels | Chambery | Corfu | Crete |
| Dalaman | Dinard | Dublin | Dubrovnik |
| Düsseldorf | Enfidha | Faro | Fuerteventura |
| Gdansk | Geneva | Glasgow | Gran Canaria |
| Grenoble | Ibiza | Innsbruck | Krakow |
| La Rochelle | Lanzarote | Lapland | Larnaca |
| Limoges | London | Madeira | Majorca |
| Malaga | Malta | Menorca | Milan |
| Montpellier | Munich | Murcia | New York |
| Nice | Paphos | Paris | Pisa |
| Prague | Pula | Reus | Rhodes |
| Riga | Rome | Salzburg | Sardinia |
| Sharm el Sheikh | Split | Southampton | Tenerife |
| Toulouse | Venice | Vilnius | Zante |

A number of charter flights also serve other destinations.

The Airport's infrastructure continues to be developed to meet growing passenger numbers. Between 1997 and 2003 £20m of works were completed to provide capacity for up to 3m passengers per annum. In addition, a £2.8m redevelopment of the airport forecourt has recently been completed.

The Airport has a 'Flying Tiger' bus service (formerly Airlink) linking it to Leeds city centre and Otley, with a twenty minute frequency. There is a half-hourly bus service to Bradford city centre, also serving local employment catchment areas (Shipley, Yeadon, Guiseley) and connecting with both of the Bradford train stations and Guiseley station. In addition there are bus services linking the Airport to Harrogate bus station and to York railway station.

The White Paper "The Future of Air Transport" (December 2003) confirmed Leeds Bradford International Airport's growing role as the region's major airport. The White Paper supports the need for new development at the Airport including additional terminal capacity. The Leeds Bradford International Airport Masterplan 2005-16 sets out the stages of development over the next 10 years and general proposals between 2016 and 2030. In July 2009, Leeds City Council approved plans for a £28m terminal expansion, with work commencing winter 2011. The plans include a new two storey building extension and internal improvements to the existing terminal, providing:

- A new airside departure lounge
- Expanded passenger security screening zone
- Redesign of domestic baggage reclaim hall
- A wider selection of retail and catering facilities
- Re-modelling of the airside immigration facility
- The two storey extension will give around 4,600 sq m of new accommodation, of which 2,300 sq m will be provided at ground level to improve the concourse, check-in and security facilities, and 2,300 sq m at first floor level to provide a departure lounge and retail link.

Access to the Airport forms an integral part of the Surface Access Strategy. A Leeds Bradford Airport Access Road linking the airport with new junctions on the A65 and A658 with an upgrade to the A65 to provide bus priority measures is included as a core project of the West Yorkshire Plus Transport Fund. There are also aspirations to connect LBIA to the rail network, with a connection onto the Leeds-Harrogate line. Rail discussions and option evaluation are on-going.

Currently LBIA has 2,200 employees. It is estimated the new developments will create a further 2,000 collective jobs, including employment in the construction industry.

Sea

The Humber Estuary is the busiest and fastest growing trading estuary in the UK with more than 40,000 international shipping movements a year to and from the Humber ports. The ports complex includes the ports of Goole, Hull, Immingham, Grimsby and Humber Sea Terminal. Collectively the ports service 53 countries including those in South America, North America and the Far East. Most European cities can be reached within 24 hours from the ports and some within 12 hours. Fast overnight crossings mean hauliers can drive 9 hours into mainland Europe within their time allowances.

The Estuary handles almost a quarter of all sea freight to/from ports in England. Through the Estuary passes 25% of the UK's refined petroleum products and 25% of the UK's natural gas requirements. In addition the Hull port handles almost 1m passengers a year.

The volume of shipping traffic in the Humber is predicted to grow in response to the expansion of the EU, increasing trading with the North Sea and Baltic countries, and greater collective competitiveness with the UK's port industry.

Waterways

Leeds is fortunate to have access to a coast to coast network of waterways, linking the Irish Sea to the North Sea. Leeds is linked to the Humber ports by the Aire and Calder Navigation and to Liverpool by the Leeds and Liverpool canal.

The Aire and Calder Navigation has provided a direct waterway link to the Humber ports from West Yorkshire since it was first created in 1699. It remains an important part of the regional transport system. It carries the highest tonnage lifted by any inland waterway that is managed by British Waterways. The waterway has been identified as having the most potential for the movement of aggregates, waste, petroleum, chemicals and fertilisers. In 1995 a £20m 3km diversion of the Aire

and Calder Navigation east of Leeds was the first new length of canal to be built in Britain for almost a century.

The historic Leeds and Liverpool Canal is the longest canal in Britain, at 127 miles. It continues to provide an important recreational and leisure facility. The towpath also provides an attractive, traffic-free commuting route into the city from the west.

In collaboration with British Waterways and other local partners, Leeds City Council has produced a Leeds Waterfront Strategy to assist in the regeneration of an attractive, vibrant, safe and sustainable waterway.

Promoting Access for Disabled People

Work is underway in the Council to promote access for all and to implement the requirements of the Disability Discrimination Act 1995 (DDA). Raised kerbs at bus stops are being provided across Leeds to achieve level boarding. This programme is being implemented on a route-by-route basis, prioritising the core routes which have daytime bus frequencies of 10 minutes or less. To complement the raised bus stops, the vast majority of buses operating in the city have access ramps which can be used by wheelchair users at all stops (even where level boarding is not possible).

Promoting Sustainable Travel

Leeds City Council is working to promote sustainable travel as part of the Local Transport Plan theme 'Travel Choices'. The City Council works with employers to develop travel plans, a travel plan is a series of measures that encourage people to use public transport, walk, cycle, carshare, motorcycle and car clubs for commuting and other journeys. The West Yorkshire Travel Plan Network supports employers in the development of their travel plan. The Network has over 170 members across West Yorkshire and enables members to offer their employees a discounted Metrocard.

Leeds Core Cycle Network Phase 1 of the Leeds Core Cycle Network is a system of 17 routes covering 71 miles and linking existing cycle paths and traffic-calmed roads to provide continuous routes into the city centre from throughout the main urban area of the city. Subsequent phases will deliver additional connections to the 17 routes. The aim is to encourage more commuters to use bicycles to get to work and to provide more routes for leisure cyclists. Work has already started on construction of the phase 1 schemes. Associated publicity measures will continue to be progressed as the remaining routes are completed. The second phase of the Core Cycle Network is anticipated to be complete by 2022-23. This will provide increased connectivity between existing arterial routes.

In August 2013 it was announced that funding has been secured for a continental style cycle route between East Leeds and Bradford. The City Connect scheme (as it is now called) will link communities along the A64 and A647 route between East Leeds, Leeds City Centre and Bradford City Centre. Construction of the scheme is due to commence in Autumn 2014.

Freight

The Government's 2004 White Paper "The Future of Transport" set out the objective of moving freight more efficiently. The paper recognises that economic growth increases the demand for goods, and therefore their transportation. The Eddington Transport Study (2006) recognised the direct affect of failures in the existing transport system (specifically traffic congestion), on freight operators and on the competitiveness of the UK's freight industry at a global level. Eddington recommends the targeting of network improvements on corridors and routes heavily used by freight traffic, and highlights the opportunity to increase rail freight's market share, particularly within the context of improving capacity to and from ports and airports.

The Government's strategy is translated at the regional level into the Regional Freight Strategy (RFS). This forms part of the Regional Spatial Strategy which was updated in May 2005. The RFS, launched in 2005, covers the movement of freight by road, rail, air, pipelines, waterways and through ports. The RFS illustrates what is needed to support the economic and efficient movement of goods in ways that

minimise the impacts on roads, the environment and the people who live in the region. At a local level the RFS is being delivered through a number of specialist groups. Leeds City Council has an active involvement in the Road Freight Issues Group.

With regard to rail freight, the Government's Ten Year Plan for Transport 2000 set the target of an 80% increase in rail freight over the period. The two main UK rail freight operators, DB Schenker (formerly EWS (English, Welsh & Scottish Railway Ltd)) and Freightliner, both have a major presence in the region.

Freightliner Leeds is one of a network of Freightliner Terminals serving major industrial regions of the UK. The Leeds terminal at Stourton, adjacent to the railway line, is one of the busiest and is well located for the M1 and M62. The terminal includes a transfer facility for containerised goods bound for the ports. DB Schenker Rail operate from sites in Leeds at Holbeck, Hunslet East, Neville Hill Up Sidings and Stourton Industrial Estate.

Two rail freight terminals have been developed in the Yorkshire and the Humber region to handle Channel Tunnel traffic – one is at Wakefield Europort, on Junction 31 of the M62, approximately 14km south-east of Leeds city centre. The other is at Doncaster and is DB Schenker's main UK base.