

# WEST YORKSHIRE 'PLUS' TRANSPORT FUND

## A Prospectus for Change

### Overview

As part of the 'City Deal' with government, authorities in West Yorkshire and York are planning to create a new Transport Fund initially of around £1bn targeted specifically at increasing employment and economic growth across the area. Whilst the current transport network supports a significant volume of passenger and freight movement, decades of under-investment means that the capacity of the network has not kept pace with economic and population growth leading to problems of delays, congestion and crowding experienced across the area which will hamper future economic growth.

A key element of the City Deal is the ability to 'earn back' new revenue from Government and use it to support further investment through the fund. This is particularly important for some of the more ambitious measures we propose to implement towards the end of the 10 year period of the fund and beyond. Our initial analysis shows that a well-targeted 10-year programme of investment in transport will help create and sustain a substantial number of new jobs by enabling new and existing businesses to be more efficient (e.g. reducing the time lost to congestion) and easily expand their workforces (by making it easier for people to commute), particularly to/from the expected major employment growth areas. The analysis shows the importance of cross boundary commuting in supporting economic growth and how the benefits of investment in transport will be spread across a wide geographical area, not just in the locality where a new scheme is provided. Investing in the transport network will also improve the experience of other users including leisure travellers.

Sustained investment in transport of this scale has not been previously possible in West Yorkshire and York. The comprehensive nature of the proposed programme means that it will have a transformational impact on the lives of people who live in the area or travel to/from or through it. The economic impact will also be transformational. Our analysis indicates that a fund of this scale would help to create around 18,000 jobs (10 years after the completion of the programme) and increase economic output (GVA) by £1.2bn each year in West Yorkshire. In York, the impact is around 1,500 jobs and the expected GVA increase over £100m p.a.

In developing a set of proposals that maximise the economic benefit to West Yorkshire and York we have also ensured that residents in each individual districts will benefit from better access to employment opportunities (by making it easier to get to/from work) and that the most deprived communities will benefit by more than the average. Working collectively will help deliver a combined impact to maximise economic growth, which couldn't be achieved by acting independently.

The focus of the fund is on jobs and economic growth. We do, however, want to ensure that the investment supports our wider Local Transport Plan priorities of improving the quality of life for everyone, reducing the carbon impact of transport and encouraging sustainable land use growth. Analysis shows that the short-term measures we are proposing can deliver a carbon neutral impact despite the net increase in employment, economic activity and travel. It would also facilitate a reduction in the number of car commuting trips of around 2%. Detailed design of the individual proposals will ensure that the carbon impact is further reduced. Our overall long-term vision (which will be developed by the fund) is firmly focused on developing a high quality, fully integrated, network of public transport links that will be a credible alternative to the car and providing good connectivity for our local businesses.

### Status of the Fund

This prospectus sets out the long term aims of the fund and identifies a programme of measures over a 10-year period that will address our most pressing needs to support the creation of new jobs (e.g. tackling congestion hotspots and or facilitating new development sites). The proposals set out in this prospectus are based on a detailed analysis of current problems, future potential and knowledge of what will deliver the best overall value for money. In publishing this prospectus we welcome feedback on the proposed measures, each of which will need to go through a detailed process of development and design including consultation with the public, local politicians, funding partners and other stakeholders. It is expected that a number of schemes may be modified as a result of this process to ensure that the expected benefits are fully realised and the schemes are delivered at the most appropriate costs.

Approval is currently being sought from each of the partner authorities in the fund (each council and the Integrated Transport Authority in West Yorkshire). Authorities are being requested to agree to the principle of the fund and the long-term financial impacts to enable development and delivery to commence during 2013/14.

Discussions will be held with potential funding partners (including, but not limited to, Network Rail, the Highways Agency, businesses and developers) about appropriate funding shares for each proposed measure. Discussions will also take place with neighbouring Local Transport Bodies (including North Yorkshire) where schemes cross district boundaries or have a wider economic impact. Discussions will also take place with government about the 'earn back' commitment set out in the City Deal. Put simply, delivery of the early measures in the fund will generate additional economic activity and revenue for government (primarily through business rates).

## Transformational Change is Starting

**Despite the under-investment over the years, a number of transformational transport schemes have been already been agreed in recent years: some are being delivered and others are being prepared and have funding committed. These schemes provide building blocks for further investment and wherever possible the proposals in the fund seek to build on these commitments. Committed Schemes as building blocks for the Fund include the following:**

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| <p><b>Northern Hub</b><br/>Additional rail infrastructure to facilitate more and quicker journeys between the main Northern centres including Liverpool, Manchester, Leeds and York. The Hub also provides improvements to journey times and potential new links for the CalderVale Line</p> | <p><b>TransPennine Rail Electrification</b><br/>Electrification of the routes between Manchester, Huddersfield, Dewsbury, Leeds, York and Selby. Conversion of existing diesel trains to electric traction which will improve journey times and facilitate more capacity.</p> |
| <p><b>NGT Trolleybus Lines 1 and 2</b><br/>The first two lines of a new rapid transit system from Holt Park in North Leeds to Stourton in the South. Provides high levels of route segregation and 2,300 Park and Ride spaces</p>                                                            | <p><b>Leeds Station Southern Entrance and Masterplan</b><br/>A new entrance to Leeds Station serving the south of the city, supporting growth and regeneration. A wider Masterplan for the station is being developed to provide a better gateway to the city</p>             |
| <p><b>Rail Infrastructure and Capacity Improvements</b><br/>A government commitment to fund additional rail capacity to support around a 20% growth in commuting by train up to 2019. Network Rail will provide the</p>                                                                      | <p><b>Smart Ticketing</b><br/>Metro, City of York Council and the bus operators are rolling out smart ticketing across the network. A retail network has been established. A government</p>                                                                                   |

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supporting infrastructure such as additional platform capacity (at Leeds and Huddersfield) and a new turn-back facility East of Leeds.

commitment has been made to smart ticketing on rail when franchises are renewed. It will be easier to use public transport for regular and occasional users by offering convenience and better value to passengers

#### **New Rail Stations**

Funding has been secured for new stations at Kirkstall Forge (Leeds), Apperley Bridge (Bradford) and Low Moor (Bradford). Work is progressing on plans for a new station at Haxby near York.

#### **A New Approach to Buses**

As a core part of the Local Transport Plan strategy, Metro is developing proposals for a step change in the provision of bus services. Options under consideration are a new form of partnership or franchising through a Quality Contract

#### **High Speed Rail**

Plans have been published for the second phase of High Speed linking Leeds and Manchester with Birmingham and London by 2032/33. This includes a new High Speed Rail station serving the Leeds City Region as well as a link to the 'classic' main line south of York. Capacity freed up on classic lines should enable connectivity to be enhanced to Wakefield, Bradford and other centres.

#### **East Coast Main Line Enhancements**

The rail industry funding plans include £240m of enhancements to the East Coast Main Line between Leeds/Bradford, Wakefield, York and London. This will deliver on-going capacity, speed and reliability improvements on the line.

#### **M62 and M1 improvements**

The Highways Agency is currently carrying out a major upgrade to the busiest sections of the M62 and M1 in West Yorkshire. This will deliver more capacity and a better managed network, capable of accommodating growth and delivering more reliability and reduce the impacts of breakdowns and accidents

#### **Access York Phase 1**

Project to provide 1750 new Park & Ride spaces at Poppleton Bar and Askham Bar sites in York as part of a £20m investment. When complete in 2014 it will drive the continued success of the York Park & Ride system and enable more people to be carried and lead to further reductions in congestion within the historic city core.

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## **Approach to developing new measures**

The overall approach to developing new measures has drawn on previous strategies (such as the Leeds City Region Transport Strategy) and reflects the objectives set for the fund. A comprehensive approach to assessing the need and potential of more than 20 main corridors across the area has drawn on evidence and local knowledge particularly of potential for regeneration, development and economic growth. This approach generated a medium list of potential measures which were then assessed using economic and transport modelling tools to identify the measures that deliver the best value in terms of the economic benefits per pound of investment.

## **Vision for the Fund**

Our ambition is to deliver a transformational change to the economic landscape by investing in transport measures that will support and shape future decisions on employment and other land uses such as the location of new houses. Evidence from elsewhere, including other European countries, demonstrates that by linking key economic centres with fast, reliable public transport links, growth will be stimulated. The following schemes have been identified as the medium term interventions that (coupled with the building blocks identified above) will deliver economic transformational change. Whilst it is recognised that some of these will

take longer than the initial 10 year period of the fund to develop, design and deliver and will require funding over and above the initial £1bn (for example through the 'Earn Back' deal with government), establishing the fund provides a local commitment to schemes proposed.

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### **A commitment to develop and design transformational change**

#### **Electrification and upgrade of all core rail routes.**

Next priorities (after current commitments) are the CalderVale Line linking Leeds, Bradford and Halifax to Manchester and Manchester Airport and the Leeds-Harrogate-York lines. Leeds-Sheffield routes are also a priority. Includes higher quality electric trains. Business cases will be developed for the industry.

#### **Fixed Link connections between Leeds, Bradford and Leeds Bradford International Airport**

Evidence from European City regions shows that those who do best economically have good links to/ from their Airports. A detailed piece of work will be undertaken looking at a range of options to provide these links to generate a full business case for a scheme.

#### **Expansion of the initial NGT network to provide a core 'rapid transit' network for West Yorkshire**

Following the commitment to lines 1 and 2 of the NGT network, work will be undertaken to develop proposals and business cases to create a core 'rapid transit' network. This could include further modern trolleybus schemes or tram-trains

#### **Enhancing the quality of the local rail network through the outputs of the Yorkshire Rail Network Study**

Network Rail is undertaking the next phase of work to determine measures to unlock up to £12bn of economic development through further investment in the rail network. Outputs include reduced journey times and more frequent services. Potential measures include the Wortley Curve providing better links from Bradford to the South.

#### **Preparing the local rail network for High Speed Rail**

To ensure that the whole area benefits from the proposed new High Speed Rail Station in Leeds, public transport links and interchange facilities will need enhancing. A package of measures will be developed and prioritised for delivery in advance of High Speed Rail.

#### **Full upgrade of the strategic motorway network**

The measures currently being implemented by the Highways Agency are designed to provide relief to congestion problems in the short-medium term. Further upgrades of the motorway network is an essential complementary part of the overall investment in transport.

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## **Core 10-year Package**

The core package contains those interventions that are deliverable and affordable in the first 10 years of the fund. Scheme costs have all been developed to an appropriate level of detail, include contingencies and allowances for third party contributions (where appropriate). They are not the limit of our ambition, but the enablers of change and have the greatest short term economic impact. It is also the case that these are not the only transport schemes that will be delivered over the 10-year period. There will still be interventions delivered through the Local Transport Plan and more local schemes that address specific local community needs, essential maintenance of existing highways, safety schemes and initiatives to encourage more cycling and walking.

The proposed measures have been categorised into 5 groups for ease of reading. They have been included in the package based on their economic performance and value for

money. In short spending around £1 billion pounds on these schemes will deliver the best economic return, and will maximise our access to future 'Earn Back' funds.

The tables below provide brief descriptions and indicate the expected economic impact in terms of the number of jobs predicted 10 years after completion of the package. The jobs impact has been compared with the expected cost of the scheme to determine which deliver the best value for money.

## 1 Rail and Rapid Transit

The Rail and Rapid Transit measures in the 10-year core package complement existing committed and planned investments and help build the case for longer-term aspirations. Negotiations will take place with the Department for Transport (DfT), Network Rail and train operators to agree level of contribution from each partner.

### CalderVale Line Enhancements (Leeds-Bradford-Halifax- Manchester)

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| <p>Short term enhancements designed to assist the case for electrification. Includes an increase in frequency of services to/from Manchester and improvements to rolling stock. The scheme complements the planned Low Moor Station and Network Rail's Northern Hub improvements.</p> | <p>The scheme will make it easier to access employment opportunities (particularly in Manchester, Halifax, Bradford and Leeds) for communities living along the route along the route.</p> |
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### Rail Park and Ride Package

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| <p>Nearly 2,000 additional Park and Ride spaces at existing rail stations to accompany DfT investment in additional train capacity.</p> | <p>The scheme is designed to support sustainable employment growth in the main urban centres and will particularly benefit commuters, but also support more travel into the urban centres by rail</p> |
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### New Rail Park and Ride Station East of Leeds

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| <p>A strategic park and ride station at Micklefield complementing Network Rail's proposed investment in a turn-back facility. The station will be located on rail routes to Leeds, Selby and York close to the A656, the A1(M), M1 and A64. There will be 500-750 additional park and ride spaces.</p> | <p>Supports sustainable employment growth, particularly in Leeds City Centre, by making Leeds more accessible to areas of North Yorkshire and York. It will help reduce highway congestion in east Leeds and on the A64.</p> |
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### Rail Station Gateways

### Enabling Scheme

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| <p>Enhancement of rail stations in the main urban areas to make them more welcoming gateways and facilitate interchange. Stations likely to include Leeds, Bradford Interchange, Bradford Forster Square, York, Halifax, Huddersfield and Castleford.</p> | <p>Supports other schemes including all rail enhancement schemes.</p> |
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### NGT Trolleybus Line 3 to Aire Valley, Leeds

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| <p>Follow-on from lines 1 and 2 to link the Aire Valley Enterprise Zone with Leeds City Centre and the rail station. Connection and enhancements to the planned new Park and Ride site and accessed via Junction 45 of the M1. The scheme is complementary to the proposed Aire Valley Integrated Transport Scheme.</p> | <p>Supports sustainable employment growth in the Aire Valley by providing better access to this important growth area from across the City Region, and particularly from the rest of Leeds, Bradford, Wakefield and Dewsbury.</p> |
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## 2 More efficient highway and bus networks

The most substantial element of the programme (in terms of investment and jobs output) contains two area wide schemes that will deliver a step change in the performance of the strategic highway network benefiting car users, freight users and bus passengers. This will be done by making more efficient use of the existing highway network. The establishment of the fund provides the opportunity for a comprehensive approach to these 'congestion busting' measures over a sustained period. Whilst these proposals cover the local highway network, discussions will be held with the Highways Agency on a co-ordinated approach covering their network too. The bus element complements the 'new approach to buses' being pursued by Metro either through a new Partnership or Quality Contract arrangement – this is essential to ensure that the full benefit of the investment is passed on to passengers.

### **Core Bus and Road Network Upgrade**

A comprehensive and substantial upgrade of all 'core' routes across West Yorkshire to reduce congestion, improve reliability and speed up journey times. Route-by-route, a mix of measures will be applied to tackle congestion hotspots, improve junctions, manage parking better whilst improving conditions for pedestrians, cyclists and local businesses and communities. The bus element is targeted at reducing operating costs by reducing journey times, converting the bus fleet to low carbon and improving passenger information

Outcomes will include an 8% average reduction in journey times for all traffic and a 40% increase in reliability. The bus element would deliver a further 4% improvement in journey times, a 7% increase in bus frequencies and a reduction in fares (by reducing the overall costs of the operation). Substantial reductions in the cost to businesses and better accesses to employment opportunities will support the job increases and improve productivity

### **Highway Network Efficiency Programme**

This scheme tackles congestion across West Yorkshire with improvements to traffic control systems and integration of traffic management and traffic signal control centres. This will facilitate the creation of management plans for specific corridors tailored to reduce congestion and delays. It will also provide better resilience to extreme weather events.

Congestion and delays will be reduced at hotspots across West Yorkshire meaning more reliable journeys for commuters, freight users and bus passengers. It will provide valuable evidence and data on where further improvements would bring even more benefits to commuters, businesses and local communities

## 3 Multi-modal corridor improvements

Analysis of the 20 main corridors across West Yorkshire identified those that were likely to generate the most significant economic benefit from a 'whole route approach' looking at bus improvements, highway improvements and the opportunity for Park and Ride (multi-modal). The approach has been to link together public transport and highway improvements with potential development and regeneration schemes to maximise the impact. These will include the key growth sites identified in the land use plans now being developed and ensure new employment sites can be accessed easily and sustainably from new and existing housing sites, not just locally but from across the area. A key feature of these schemes is the provision of road space for 'priority' vehicles including buses, but in some cases, the potential for high occupancy vehicles or freight users to benefit will be explored.

### **A629 Halifax to Huddersfield Corridor**

Traffic light priority and junction improvements for access into Huddersfield and Halifax including an additional lane at

Reduces congestion and substantially improves journey times along the corridor. Opens up new employment land to the east

Salterhebble facilitating easier access to Copley and Sowerby Bridge and improvements at the Ainley Top roundabout to reduce delays. This scheme includes road space and junction reorganisation, more efficient traffic lights, park and ride sites, an express bus service and measures to assist priority vehicles including better links to the A58. Halifax town centre would benefit from a major rail station upgrade, a bus box and pedestrianised zone creating a gateway to Piece Hall and the town centre. Bus priority, including bus gates and mini bus terminus to support bus-rail interchange in Halifax

of Halifax Town Centre and significantly improves public transport making it a more realistic choice. Particularly improves access to Copley employment area. Addresses air quality problems and provides safely access to cycle routes. It will better connect the two towns, with each other and with the critically important M62 corridor

#### **A653 Leeds to Dewsbury Corridor**

Multi-modal corridor improvement incorporating bus reliability, capacity enhancements, Park and Ride facilities and highway capacity improvements at key junctions along the corridor. Includes developing express bus services between Leeds City Centre and Dewsbury (with stops at key locations such as business parks, park and ride sites, and shopping centres), creation of bus lanes, bus priority schemes, and highway, junction and traffic light improvements

Supports housing and employment growth in north Dewsbury (Chidswell) while providing existing and new residents with faster access (by car and bus) to Leeds city centre, White Rose, Aire Valley and the M62 corridor. It addresses local congestion issues, helps cyclist and pedestrian movement and provides better access to Leeds city centre, thereby helping to accommodate further city centre and local employment growth.

#### **A62 Huddersfield to Heckmondwike & A644 Dewsbury to M62 including Cooper Bridge**

Highway work to deal with congestion in and around the Cooper Bridge Gyratory junction to the east of Huddersfield and facilitate access to the development site. Includes road widening, junction improvements and a new relief road around Ravensthorpe. Where feasible, road space will be provided for 'priority' vehicles

Supports employment growth in the Cooper Bridge area by providing better access from existing and new housing in Dewsbury, Huddersfield and parts of Calderdale. Improved access to the M62 provides wider connectivity improvements. Also supports housing growth in South Dewsbury and addresses local air quality and congestion issue

#### **A650 Tong Street, Bradford**

Highway widening on the A650 to increase capacity at junctions and allow for either a bus lane or a High Occupancy Vehicle Lane from the A650/A651 Westgate Hill Street to Knowles Lane. There are also provisions for an inbound priority lane on Westgate Hill Street east of the A651.

Supports sustainable housing growth in South East Bradford by providing faster and more reliable bus access into the city centre. Addresses poor local traffic and environmental conditions, congestion and improves the strategic links between Dewsbury and Bradford, and Wakefield and Bradford

#### **Bradford to Shipley Corridor**

Capacity enhancement and bus priority including the dualling of sections of Canal Road. Highway improvements at the A6038 Otley Road/A650 Bradford Road and the A6038 Otley Road/A6037 Valley Road junctions will be undertaken to encourage through traffic to use Canal Road rather

Supports employment and housing growth along Canal Road by removing significant levels of congestion along the corridor. Also supports improved access into the Bradford City Centre and south Bradford (and the M62) from Shipley, Airedale and beyond.

than the A650 corridor which will improve bus operating conditions on the A650 corridor.

#### **A650 Bradford to Keighley Corridor**

Highway improvements to allow for easier access to Keighley and movement of traffic and pedestrians within Keighley Town Centre. This scheme includes measures designed to enable the regeneration of Keighley town centre and address congestion issues. A650 Hard Ings Road will be upgraded to a dual carriageway to increase the road capacity and remove some traffic from Keighley town centre.

Reduced congestion on the road network in and around Keighley. Reduces commuting times and business costs for longer distance traffic from North West Bradford (and Skipton) along Airedale and to the motorway network.

#### **A641 Bradford to Huddersfield Corridor**

Town centre improvement works in Brighouse to improve pedestrian and cycle access, bus speeds and the urban realm. A new bypass, around Brighouse to the east and south. Road space reallocation generally within the existing highway boundary to provide lanes for priority vehicles. Junction improvements to increase capacity and targeted at priority vehicles

Supports employment and housing growth along the Bradford-Huddersfield corridor and across East Calderdale, including east and south Brighouse. Improves access to the M62, Cooper Bridge, and tackles significant congestion around Brighouse. Further benefits when implemented with the M62 junction 24a proposal

#### **A19 Corridor, York**

Provision of bus priorities and improved access to the Designer Outlet Park and Ride facility to the south of York city centre.

Reduces journey times and provides enhanced access to employment opportunities. Highway works will improve flood defences in the area boosting network resilience.

#### **Clifton Moor Park and Ride & Corridor, York**

New Park and Ride at Clifton Moor to the north of the city and enhancements to the corridor linking it to the City Centre including bus priority lanes

Improves access to employment in central York, and improved public transport services to York Hospital building on York's successful Park and Ride strategy

## **4 Other Targeted Improvements to support employment growth**

Where they are not covered by specific corridor measures, specific measures for other main urban/employment areas have been included:

### **Wakefield City Centre Package**

Integrated Transport improvements in Wakefield City Centre to ease congestion and improve bus, cycle and pedestrian movements. Includes a new gyratory system using Ings Road, Denby Dale Road and Charlesworth Way. Also includes a major junction improvement at the junction of Marsh Way, Peterson Road and Kirkgate and southbound bus lane on Kirkgate.

Employment benefits by reducing congestion and improving accessibility to Wakefield City Centre. Support sustainable growth in the city and provide the necessary highway infrastructure to facilitate the regeneration of Kirkgate and Ings Road. Delivers improved pedestrian connectivity, safety/security and air quality.

### **Leeds City Centre Package**

A city centre traffic management package that reduces through traffic in and around Leeds City Station (enhancing it as a pedestrian gateway), and improves bus, rail and taxi interchange. The scheme includes measures at City Square, improving Armley Gyratory junction, enhancements to the M621 corridor, new signage, 'active' traffic management on the Inner Ring Road, revised traffic circulation south of the river and the provision of additional bus facilities.

This scheme and benefits are still being refined, particularly in light of the recent High Speed Rail announcement. A key outcome of the scheme will be improved public realm and a more pedestrian friendly central area. Supports significant employment growth in the city centre.

#### **Aire Valley Enterprise Zone Package**

A new Link road and river ridge 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.

Significant improvements in access to and through the Enterprise Zone facilitating the expansion of businesses and employment opportunities in Leeds and adjacent districts, particularly Wakefield, Castleford/Pontefract and Dewsbury. Better access for deprived communities to around 40,000 new jobs.

#### **York City Centre Public Transport Infrastructure**

Substantial enhancements to the public transport infrastructure and public transport priority measures across the central York historic core. Includes a new bus interchange adjacent to the railway station

Improves accessibility to employment in central York and widens accessible labour market. Likely to improve bus journey times and service reliability.

### **5 Improving the Highway Network to Support Growth**

The analysis undertaken shows that some new highway construction can be particularly effective at creating jobs, opening up employment opportunities, improving access from housing growth areas and providing traffic relief from urban centres and local communities. Integrated transport solutions have been considered, where feasible or appropriate (such as improvements for buses or new Park and Ride sites). The highway measures with the greatest potential to unlock new jobs and best value for money have been included in the core programme.

#### **Wakefield Eastern Relief Road**

The Wakefield Eastern Relief Road is between the A638 (Doncaster Road) to the east and A642 (Aberford Road) to the north. The road crosses the River Calder and the Wakefield – Normanton – Castleford rail line. A Park and Ride site of 300+ spaces is included close to the A642 near to Pinderfields General Hospital. Bus priority measures on the A642 and/or the A638 towards and including Wakefield City Centre are also included.

Substantial job creation through providing direct access into the East Wakefield employment growth area for residents across Wakefield. The road acts as a bypass to the City Centre and therefore reduces congestion and increases accessibility. The Park and Ride aspect locks in the public transport benefits.

#### **Castleford Northern Bypass**

A regeneration scheme involving a new 5km single carriageway to the north of Castleford and north of the River Aire. The new road is situated between Cinder Lane, Lock Lane and

A key component of the Castleford Growth Plan which seeks to increase employment, facilitate the regeneration of the river front and cater for the housing growth. Widens the

Wheldon Road. Includes a new roundabout at the A6032 Methley Road, Cinder Lane junction.

labour market catchment area for new employment and provides local people with better access to employment

### **Glasshoughton Southern Link Road**

A new highway link from Cutsyke Road through to Whistler Drive aimed at cutting congestion. It includes upgrading footpaths and bridleway facilities around the roundabout on Cutsyke Road

Supports employment growth in Glasshoughton and facilitates the access to it from the M62, Castleford and other parts of West Yorkshire.

### **Pontefract Northern Bypass**

A new section of highway on the northern extent of the old Prince of Wales Colliery site from Park Road (with a new traffic light controlled junction) to Skinner Lane

Reduce congestion between Pontefract and the M62 and enables housing growth with Pontefract. Increases the labour catchment area for new employment opportunities in the area and in the Aire Valley.

### **East Leeds Orbital and Outer Ring Road**

A scheme to facilitate economic development including 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 (MLLR) and M1 Junction 46 and East Leeds Orbital Route (ELOR) from Manston Lane to the west of the A58.

Facilitates significant housing and employment growth. Provides significant journey time savings across the orbital northern route around Leeds, reducing business costs and expanding commuter catchments to employment sites such as Thorpe Park. Assists the uptake of public transport, by reducing congestion. Supporting significant levels of housing growth will provide the labour pool needed to support employment growth in Leeds

### **New Access Road to Leeds Bradford Airport**

A new single carriageway road linking to the airport with new junctions on the A65 and A658 with upgrade to the A65 to provide bus priority measures including at the A65/A6120 junction.

Improves highway access to Leeds Bradford International Airport and enables future employment growth. Supports improvements in express bus links between the Airport and the centres of Leeds and Bradford. Reduces congestion on the A65 and A658 through Rawdon and Yeadon.

### **A6110 Outer Ring Road, Leeds**

Highway improvement package for the A6110 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. Complements measures planned elsewhere on the Leeds Outer Ring Road.

Reduces business costs and expands labour markets by addressing significant congestion on the Ring Road through Farnley and Wortley. Improves the performance of radial bus movements and significantly improves access to the M621 from East Bradford and West Leeds.

### **New Motorway Junction 24a on the M62, Kirklees**

A new motorway junction to tackle regular delays and queuing vehicles backing up on the M62. A new restricted access grade separated motorway junction with east facing slip roads (to allow vehicles to access the M62 in the eastbound direction and to exit from the M62 westbound).

Provides better access to the M62 for residents and businesses in North Huddersfield and East Calderdale, reducing congestion at Cooper Bridge and junctions 24 and 25. Supports the growth of Cooper Bridge employment site.

### **Tong Street/Westgate Hill Street to Laisterdyke inc. Bowling Back Lane link, Bradford**

A new highway link from the A650 to the A6177 in South East Bradford. The route will link to the A651 to North Kirklees and A650 Westgate Hill roundabout. The scheme also involves improving Bowling Back Lane between the A650 roundabout and Sticker Lane. This will provide an alternative route for traffic between Bradford City Centre and Thornbury Gyratory.

Facilitates housing growth in Bradford and improves access to the Holme Wood area. The Bowling Back Lane component provides additional highway capacity between Bradford and Leeds, and enables the transformation of Leeds Road to address local issues and upgrade the Route 72 Hyperlink bus service. Significant increases in accessible labour markets support the new job growth, particularly in Bradford

#### **Harrogate Road/ New Line Junction, Bradford**

All of the approaches to this junction would be improved to relieve the heavy congestion which currently afflicts the junction at peak hours. Pedestrian and cycling facilities will also be provided at the junction, where none currently exist.

This scheme would address a heavily congested junction in north Bradford and by providing improved high way access would create increased housing and employment opportunities in the area and enhance connectivity into Bradford from the Airport, access to the new Apperley Bridge rail station and highway access between Leeds and north Bradford and Airedale.

#### **York Central Access**

New transport links to provide access to the York Central development site adjacent to York station. Likely to include new means of pedestrian access to the station and sustainable links to neighbouring areas.

Provides enhanced access for all modes of transport to this major development site and facilitates the creation of over 1300 jobs and GVA of more than £92m per year

#### **York Outer Ring Road Enhancements**

Improvements along the northern section of the A1237 York Outer Ring Road to tackle this significant congestion hotspot and remove existing pinch points, through the targeted upgrade of existing junctions and approaches.

Improves journey times and reliability for businesses, commuters and leisure travellers. Will improve access from York and the wider county of North Yorkshire to the Strategic Road Network at the A1 and will benefit road users travelling from Harrogate – Malton – Scarborough and Selby – Harrogate.