

**Connecting Leeds**  
TRANSFORMING TRAVEL



# Connecting Leeds **Transport Strategy**

Action Plan to 2024

# Foreword by the Leader of the Council

**Our vision for Leeds is to be a city where you don't need a car, where everyone has an affordable, accessible, and zero carbon choice in how they travel. Our ambitious transport strategy sets out the challenges we face as a city and opportunities to overcome these allowing everyone to prosper. Meeting our targets will be difficult but if we work together we will help ensure Leeds has strong economy within a compassionate city.**

Our first action plan sets out the shorter term measures, schemes and policies until 2024 which will start to deliver our strategy.

You have told us you want us to get on with implementing change throughout the district and work has already started with our recent investment in bus priority corridors, park and ride and city connect. However, we need to do much more. We are committed to continuing this delivery - this financial year will see record investment of £190m on transport infrastructure and services.

Collaboration will underpin our strategy. We will work closely with the newly elected Mayor of West Yorkshire - give context to general public who could be less familiar with the new mayoral arrangements to support the delivery of a mass transit system and building a better bus network and infrastructure throughout the district.

Working in partnership:

**Connecting Leeds**  
TRANSFORMING TRAVEL



The scale of the challenges facing us collectively means we all have a role to play in responding and working towards addressing these challenges. We need to use the tools available to us to prioritise our most vulnerable road users, invest in public transport and adopt new ways of managing demand on our network. This plan introduces new policies that go beyond our historical approach to transport planning - we are committed to continuing consultation as we deliver this strategy.

The Covid-19 pandemic has changed the way we live our lives, from how and where we work to how we spend our leisure time. As we move towards our new normal, we need to ensure our recovery from the pandemic is greener than before. We are working with partners to understand future travel scenarios, encourage a safe return to public transport and continue to ensure more people take up cycling and walking.

We want to overcome the city's current transport related problems and reduce the negative effects of transport for future generations. Our current and future funding position remains uncertain with a high reliance on variable government grants. Ongoing work to secure funding from government indicates the level of transport investment Leeds will receive is likely to significantly reduce in the next 5 year period. It is now more important than ever that the Government reconsiders the funding landscape for transport to ensure it is fit for purpose and is able to drive green and inclusive growth that achieves the both the Government's levelling up ambitions, Net zero carbon strategy and meets our local needs.



Councillor James Lewis. Leader Leeds City Council

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Provides a detailed table of actions we are going to take as part of this plan.

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# Introduction

## What we are doing

The Connecting Leeds Transport Action Plan 1 outlines our prime activities over the next three years. The plan supports the delivery of the Connecting Leeds Transport Strategy which sets out our long-term vision, objectives and six big moves.

This Action Plan will focus on the details, the policy development and the pipeline of scheme we are going to bring forward, develop and deliver by 2024. This includes both major schemes that will unlock development and transform our city centre as well as those smaller but crucial local transport schemes that can have a major positive impact on local communities.

## What we are working on

To achieve our vision, we know that we need to continue to invest in transport within the city. We are also working on our longer term policy development to look at how we plan our city, ways in which we can manage demand for future travel and securing future funding.

## How we are working with others

We also know the strategy will only be successful if we adopt a collaborate approach, working together with everyone to achieve our vision. The action plan sets out what we as a council will deliver and how we can best support our partners.

We are committed to working closely with the West Yorkshire Combined Authority to ensure that the current and future needs of the travelling public are met by enhancing public transport. Building a better bus network and infrastructure throughout the district and delivering a Mass Transit Network are key components of our strategy.



## How we will monitor our success

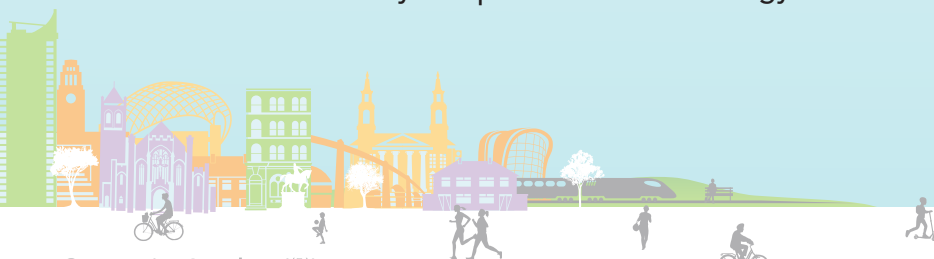
Our targets are ambitious - the level of change required will require everyone to play a role and think about their own travel patterns in the context of the Climate Emergency. The Action Plan is an essential tool in monitoring our progress in the journey towards net zero by 2030.

By adopting a series of short term action plans, we can reflect on both feedback on our Connecting Leeds Transport Strategy, the monitoring from the schemes we deliver as well as the city's economic recovery from COVID.

Alongside our Key Performance Indicators this will inform future action plans, investment priorities and decision making.

## Guiding Principles

The Connecting Leeds Transport Strategy is guided by the Best Council Plan and our Age Friendly and Child Friendly Leeds aspirations. We are committed to delivering transport investments which are accessible for everyone.



# Our Vision

Our vision for Leeds is to be a city where **you don't need a car.**

Where everyone has an **affordable and accessible zero carbon choice** in how they travel. We want to **Connect Leeds, Connect Communities, and Connect Businesses** together in the most sustainable ways.

## Our Objectives



**TACKLING CLIMATE CHANGE**



**DELIVERING INCLUSIVE GROWTH**



**IMPROVING HEALTH AND WELLBEING**

## Our Big Moves



**De-carbonising Transport**



**Creating healthier streets, spaces and communities**



**Transform the city centre**



**Enhance public transport**



**New Mobility Solutions**



**Deliver a Mass Transit Network**

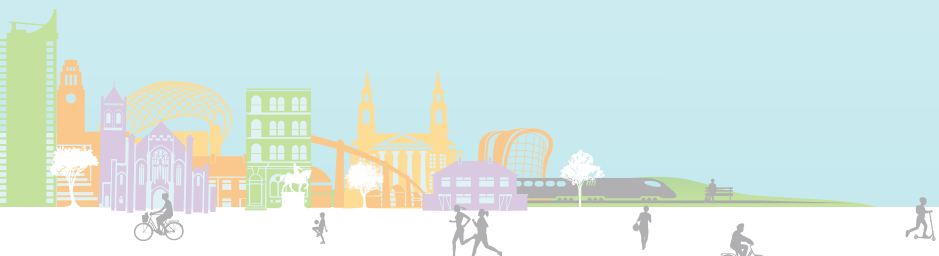
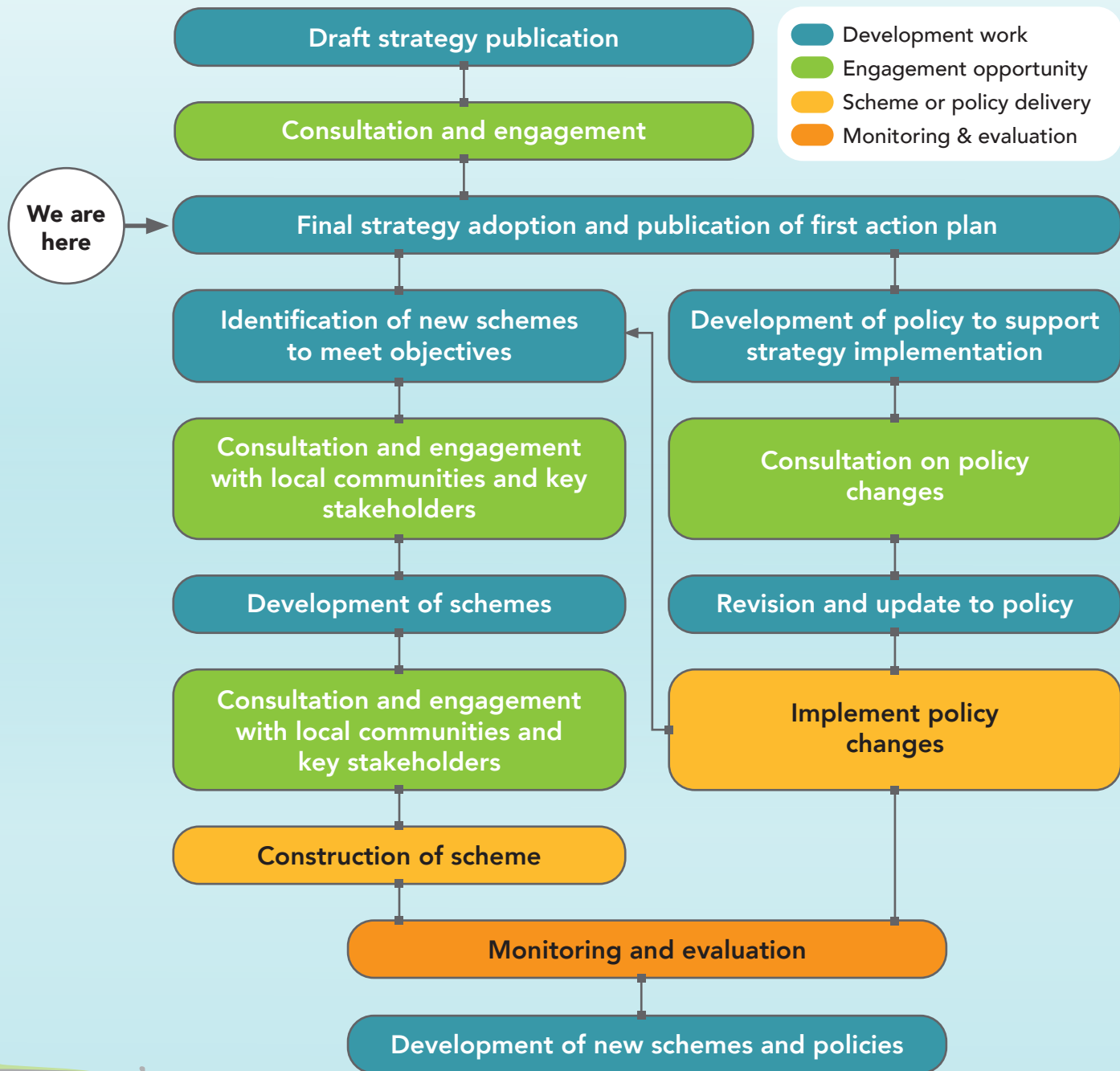
# Context

## How will you continue to be involved?

You've told us that tackling climate change should be our number one priority for the transport strategy.

Addressing climate change at the pace required to prevent global warming will require substantial changes to how we live our lives.

We are committed to having an open dialogue with local communities, businesses and the wider general public as we look at some of the more challenging transport interventions and policies that may be needed if we are to successfully deliver this strategy.



Successful delivery of the Connecting Leeds Transport Strategy will need resources, good management and the right partnerships in place.

We welcome the West Yorkshire Devolution Deal, which goes some way to providing greater funding certainty. The deal will devolve a range of powers and responsibilities to the Mayor and the West Yorkshire Combined Authority, supporting the region to drive economic growth and prosperity within its communities and across the north of England.

## Funding Strategy

Grants from the Department for Transport currently make up a significant proportion of our funding. From 2022 a new 5 year City Region Sustainable Transport Settlement will provide the majority of funding via the West Yorkshire Combined Authority.

The cost of the transport improvements required to deliver the Connecting Leeds Transport Strategy is in excess of the funding currently available. Later stages of the delivery of the Connecting Leeds Transport Strategy will require us to assemble additional funding through government support and local contributions including from the private sector.

As part of this action plan we will start a conversation with businesses in the city about ways in which local contributions could contribute towards the vital transport investment the district needs. Having a source of local funding also helps the council to secure more funding from the government and other sources for transport improvements.

## Recent Annual Funding Profiles

### Local Transport Plan Grants

This funding contributes towards our pedestrian crossing review, 20mph zones, road maintenance, traffic management, as well as smaller measures include dropped kerbs.

### Leeds City Council Capital

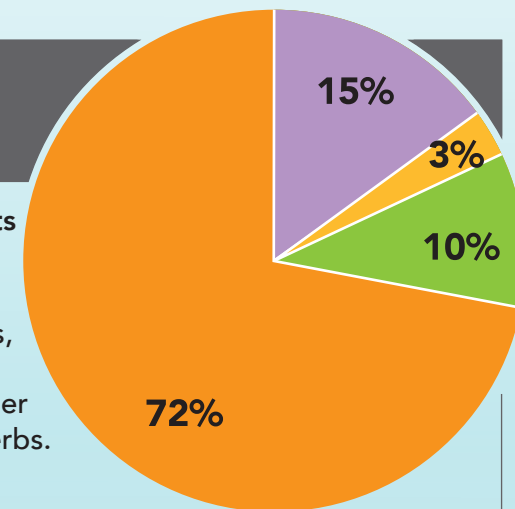
This includes an element of Council Tax money and is used for highway maintenance of road, footways and street lighting.

### Central Government Bids

The Department for Transport offers bids for the implementation of new infrastructure, these bids are often specific and tied to certain types of improvements. The majority of our funding comes from either the DfT bidding process or other government departments such as the Ministry of Housing, Communities and Local Government. Central Government funding is likely to decrease over the course of this action plan.

### Private Contributions

These are usually directly linked to new developments and can include active travel enhancements, junction improvements and contributions to public transport.



# Meeting the challenge

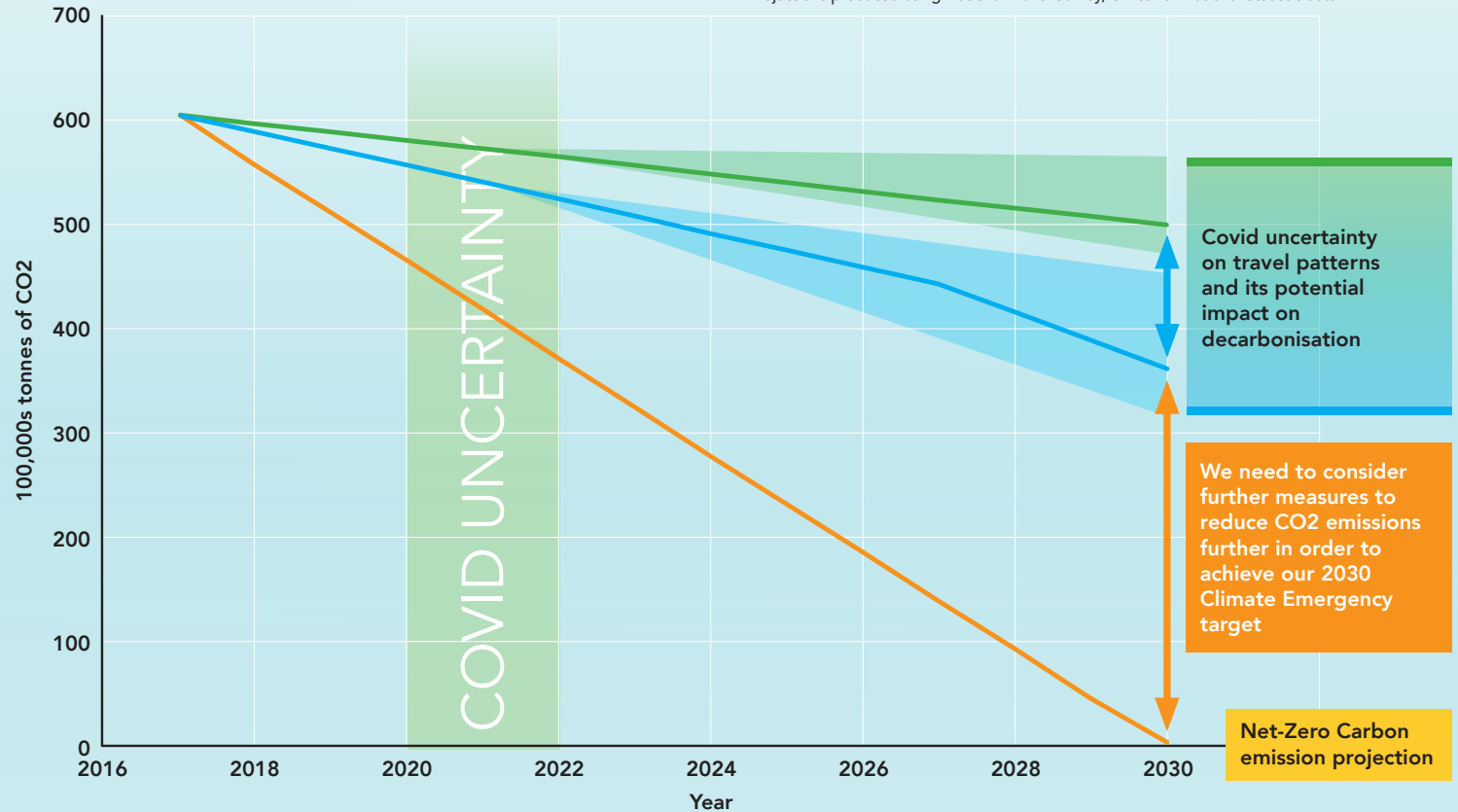
Meeting our pledge for Leeds to become carbon neutral by 2030 will be challenging.

The Connecting Leeds Transport Strategy strategy will contribute a reduction of up to 43% in CO2 emissions from transport by 2030. Our current policy projection shows that we may need to consider further measures to reduce CO2 emissions from transport in order to achieve our 2030 Net-Zero carbon target.

By 2024, we need to have made progress towards our Net-Zero carbon target. We are closely monitoring the success of our first round of transport infrastructure investment through our Action Plan.

Listening, learning and adapting will help us to deliver better carbon outcomes for transport and tailor our approach to the needs of residents, local communities and businesses.

— Ambitious Targets — Net Zero — Current Policy Projection  
 Projections produced using National Travel Survey, Office for National Statistic data



## Our Targets:

**Climate Emergency**  
 Net-zero by 2030

**Distance travelled**  
 30% reduction in car miles

**Vision Zero**  
 For zero people to be killed or seriously injured on Leeds roads by 2040

## 2030 target mode split:

**Walk**  
31%

**Cycle**  
4%

**Bus**  
19%

**Car**  
41%




**Rail**  
3%

**Other**  
2%



## Key performance indicators

A series of Key Performance Indicators (KPIs) have been identified in order to accurately measure our success ensuring progress is made towards our objectives and targets. A yearly update report on will report on progress against our targets and key performance indicators. To monitor our progress against our objectives we have set out our data requirements and KPIs in the table below.

OBJECTIVE	KEY PERFORMANCE INDICATORS	
 <p><b>Tackling climate change</b></p>	Reducing the need for travel and the number of car journeys.	<ul style="list-style-type: none"> <li>■ Estimation of vehicle kilometres travelled in the district</li> </ul>
	Leeds carbon neutral by 2030.	<ul style="list-style-type: none"> <li>■ Estimated Carbon Emissions from transport</li> </ul>
	Encouraging people to choose active travel and public transport.	<ul style="list-style-type: none"> <li>■ Increase in bus and rail patronage</li> <li>■ Active lives surveys</li> <li>■ Walking trips count</li> <li>■ Pedestrian and cycle counts</li> <li>■ Estimation of vehicle kilometres travelled in the city</li> </ul>
	Encouraging and leading the uptake of zero emissions vehicles	<ul style="list-style-type: none"> <li>■ Number of zero emissions vehicles registered in the city</li> <li>■ West Yorkshire travel tracker survey</li> </ul>
 <p><b>Delivering Inclusive growth</b></p>	Support individuals to access more employment opportunities through a comprehensive transport network	<ul style="list-style-type: none"> <li>■ Number of people with access to the public transport network</li> <li>■ Number of people with access to the core cycle network</li> <li>■ Travel to work survey</li> </ul>
	Develop and regenerate places through continued investment in transport infrastructure	<ul style="list-style-type: none"> <li>■ Number of new developments</li> </ul>
	Improve productivity by investing in more time and cost efficient transport system	<ul style="list-style-type: none"> <li>■ Level of delay in the city</li> <li>■ Time lost due to congestion</li> </ul>
	Lower the cost of mobility, ensuring transport is affordable and accessible for everyone	<ul style="list-style-type: none"> <li>■ Cost index of transport</li> <li>■ Number boarding buses</li> <li>■ Number of people supported into work</li> </ul>
 <p><b>Improving health and wellbeing</b></p>	Ensure walking and cycling are the first choice for the shortest journeys improving physical and mental health	<ul style="list-style-type: none"> <li>■ Active lives survey – Percentage of physically active adults</li> <li>■ Pedestrian and cycle counts</li> <li>■ Estimation of vehicle kilometres travelled in the district</li> </ul>
	Reduce the negative effects of transport on our local communities, improving air quality and reducing CO2 emissions	<ul style="list-style-type: none"> <li>■ Estimation of vehicle kilometres travelled in the district</li> <li>■ Hospital admissions data</li> </ul>
	Help make Leeds the best city to grow old in and a child friendly city through making streets accessible to all	<ul style="list-style-type: none"> <li>■ Estimation of vehicle kilometres travelled in the district</li> </ul>
	Eliminate road deaths and serious injuries by adopting a Vision Zero approach to road collisions	<ul style="list-style-type: none"> <li>■ Estimation of vehicle kilometres travelled in the district</li> <li>■ Number of killed or seriously injured people in Leeds</li> </ul>

# Having your say on Connecting Leeds

## Your Neighbourhood, Your City, Your Planet

The strategy is clear that everyone has a role to play to help address the challenges facing the district. We need to ensure that Leeds residents, businesses and visitors are clear on our actions, why we are taking them, how they may be effected as well as the expected outcomes.

## Adopting best practice approach

Whilst delivering Connecting Leeds we will focus on inclusive, honest and considerate co-design, and hold regular stakeholder meetings with local business representatives, protected characteristics groups and local operators (emergency services, refuse and transport organisations).

We already work closely with organisations who support people with disabilities including an Access and Use-Ability Group where we are able to share designs at an early stage to ensure that these are inclusive and accessible for all.

We will build on our award winning track record in consultation and engagement, working closely with Councillors, stakeholders and residents to co-design and deliver an ambitious transformational programme for travel throughout the district.

## An open conversation about priorities



**19,072**  
Unique visitors

**4,634**  
Contributions

**1,739**  
Unique respondents

We want to further engage and work with people, local communities and businesses to help them make a conscious change in their everyday travel choices. Working together we can shape the future of our city, a future where the car is less dominant and communities and workforces can champion sustainable transport options.

We will deliver this strategy through a community led approach so that the people who live and work in Leeds are the ones helping make decision on the actions taken.








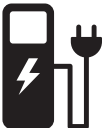
## What are we doing?

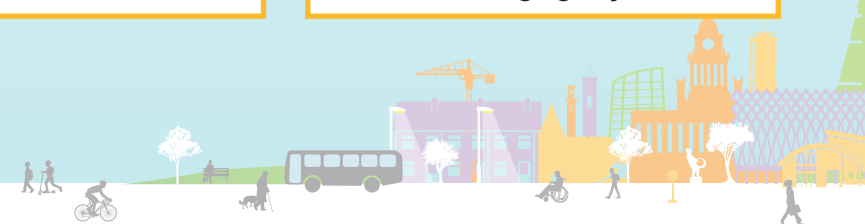
We already undertake substantial works across the district on an annual basis. We publish an annual programme of work which can be viewed on the [Leeds.gov.uk website](https://leeds.gov.uk). The Annual Programme encompasses all infrastructure work within the city. We also deliver a series of behaviour change and travel behaviour initiatives yearly. We are going to continue to deliver these works alongside further measures detailed in our plan.

Our programme of works includes:

<b>Bus Park and Ride</b> 	<b>City Centre Gateways</b> 
<b>Pedestrian crossing review</b> 	<b>Casualty reduction measures</b> 
<b>20mph zones</b> 	<b>Traffic management measures</b> 
<b>Road and footway maintenance</b> 	<b>Street lighting improvements</b> 

Influencing behaviour change measures:

<b>School Streets trials</b>  14 delivered in the last year	<b>Bike lessons,</b>  12,000 training places a year
<b>School travel planning</b> 	<b>Safe and sustainable travel training</b> 
<b>Growth of car club</b> 	<b>Delivery of Electric Vehicle charging infrastructure</b>  Over 200+ charging bays delivered

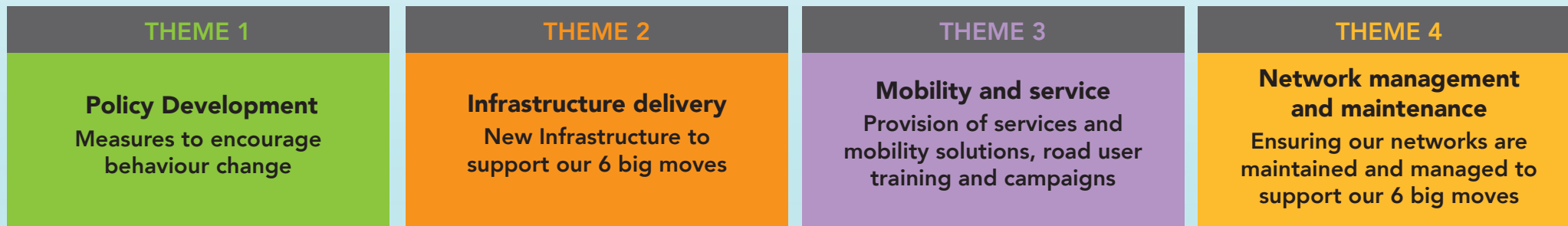


# Action plan 2021 - 2024

## What we are working on

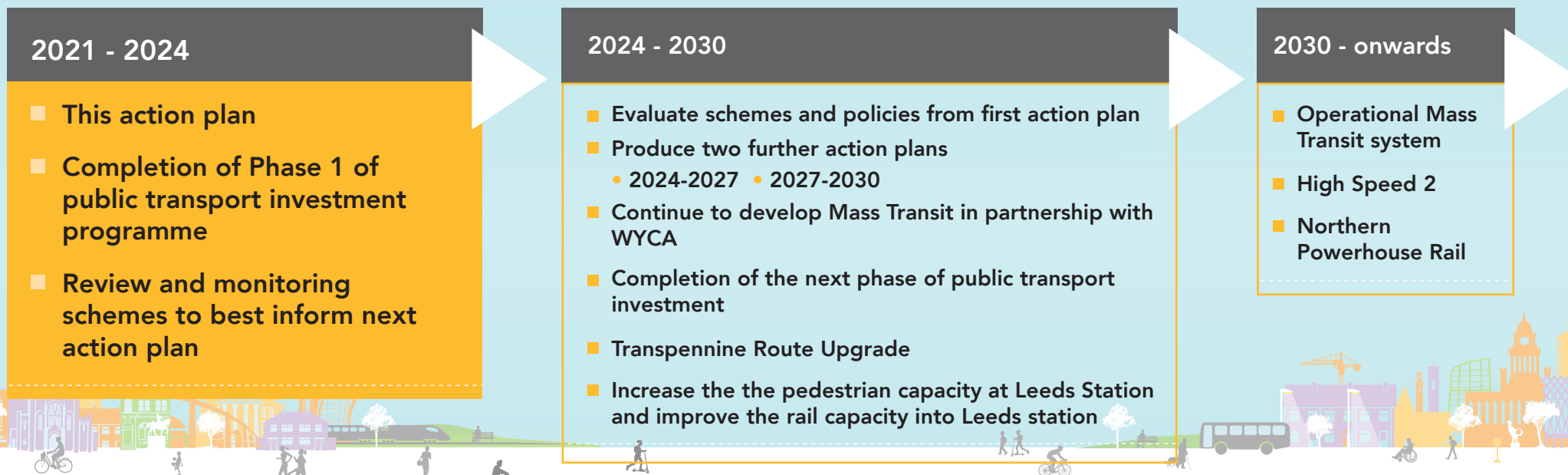
Our action plan outlines our prime activities over the next three years. The plan supports the delivery of the Connecting Leeds Transport Strategy which sets out our long-term vision, objectives and six big moves.

The action and deliverables are separated into four key themes as summarised below,



## Timeline

This action plan is the first in a number of actions plans which will review our progress in the delivery of our Connecting Leeds Objectives by 2030.





## Theme 1 Policy development

Our policies build upon national and regional transport and planning policy. National transport and decarbonisation policy can be found in the governments Decarbonisation Plan, Gear Change and Bus Back better.

We are going to focus on delivering the following policy actions in the next three years:

### Road Space Reallocation

We need to adopt a new approach to our streets. We want to embrace the upcoming changes to the Highway Code which prioritise vulnerable road users such as pedestrians and cyclists.

We will develop a StreetsScape space allocation policy which will help shape future design of the highways and prioritise the most vulnerable road users and work towards our Vision Zero target.

We know our streets vary across the district and we will adopt a different approach on key routes to the local road network. Our approach to the key route network will prioritise public transport where often the conflict between different users occurs most frequently.

On local streets our focus will be on active travel creating greener, safer and quieter environments for people. Our StreetsScape reallocation policy will be reviewed alongside Parking Standards and wider strategic priorities.



### Safe and sustainable travel

The strategy is clear that we need to do more in response to the transport challenges the district is facing. The consultation identified that 81% of respondents agreed that more needed to be done to tackle climate change specifically.

We are going to:

- Develop a street charter in partnership with key stakeholders.
- Investigate the role of parking policy both on the existing network and for new developments.
- Consult on our Vision Zero strategy on how we plan to meet our 2040 target for no-one to be killed or seriously injured on the Leeds road network.
- Work with the West Yorkshire Police and other partners to reduce anti-social behaviour in our communities and on the public transport network.





## Spatial Planning

There are 60 town and local centres designated within the Local Plan, as part of the Local Plan review we will help define the role of these local centres and where possible develop mobility hubs to better serve the communities needs.

We will also define our approach to 20 minute neighbourhoods for Leeds and how the transport needs of future developments can be met by focusing on key sustainable locations for growth.

Key transport policy areas include:

**Formalise our Park and Ride Strategy aligned to future development within the emerging Local Plan.**

**Deliver complementary policies which safeguard and enable greater density in centres and hubs that can support mass transit**

## We may need to consider

Projections for future funding and challenging carbon reduction targets mean we may need to consider further measures to deliver the strategy. Within this Action Plan period we are going to start conversations with stakeholders, businesses, the Mayor, the West Yorkshire Combined Authority and central government about how we can address this funding gap and what measures may be most suitable for Leeds.



## Other Policy actions include:

- **Climate** - We have committed to all new infrastructure being carbon neutral and carbon negative where possible. We will commit to further research to fully understand our carbon budgets and where best to direct action.
- **Freight Strategy** - Support the West Yorkshire Combined Authority with the development of a Freight Strategy.
- **Public Health** - Continue to work with colleagues to explore opportunities for greater integration, assessing the health impact of transport schemes and reducing health inequalities.



## Theme 2 Infrastructure delivery

We have a substantial capital programme for the delivery of new transport infrastructure across the district, in 2020/2021 we are looking to deliver a further £190m of improvements. In the short term we will see the completion of a range of schemes including the city centre gateways and bus priority corridors.

### CASE STUDY

#### The East Leeds Orbital Route

The East Leeds Orbital Route and associated infrastructure works will enable Leeds to continue to sustainably grow and remove traffic from key district centres such as Crossgates. This will start to form a step-change in travel choices in East Leeds which combined with the Demand Responsive Transport trial and new Active Travel infrastructure will give a real choice for how people travel.



#### Public transport

We are already nearing the completion of the first phase of public transport investment including our city centre gateways, radial corridors and park and ride improvements.

We want to build on these through the following actions:

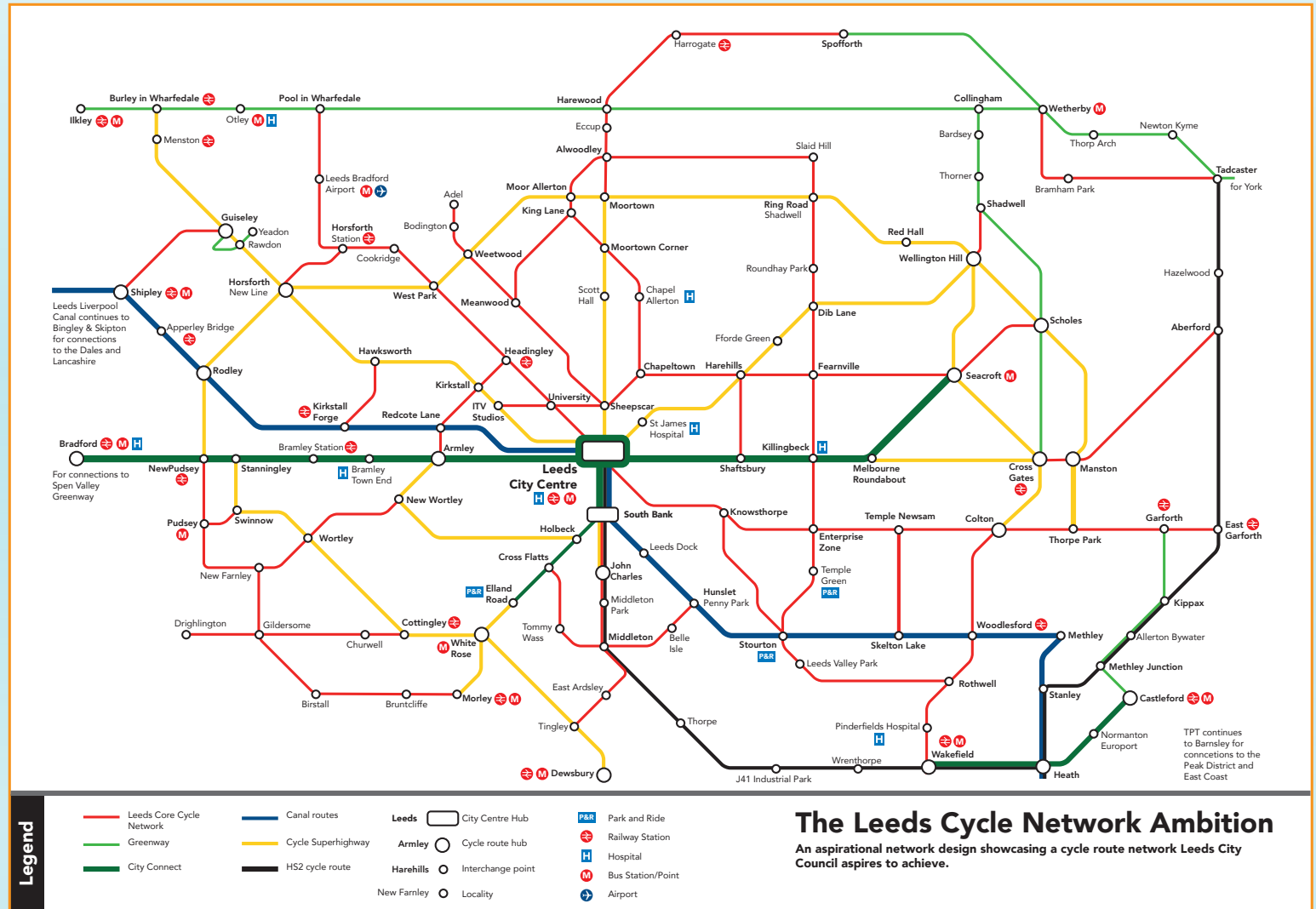
- Develop a Bus Service Improvement Plan in partnership with WYCA which will outline a series of improvements to bus services, including infrastructure investment on our bus priority corridors - including the A660, A61, A64, A653, A639 and A58.
- Develop a comprehensive forward plan of schemes for future funding opportunities.
- Ensure infrastructure investment is mass transit ready and work with WYCA on the development of the Mass Transit Network.
- Work with WYCA on improving access to existing station and deliver new railway stations at Leeds Bradford Airport Parkway and the White Rose.
- To continue the development of the Leeds Integrated Station Masterplan and work with partners to bring forward proposals for high speed rail for the district. This include a specific focus on the corridor between Leeds and Sheffield.
- To continue to provide multi-disciplinary support to aid the development and implementation of the Transpennine Route Upgrade.
- The transformation of the city centre has been enabled through re-enforcement of the strategic road network and interventions such as Armley Gyratory. We will continue to transform the city centre environment through the re-development of City Square.

### Active Travel

We will prioritise the development and delivery of active travel infrastructure.

Our actions include:

- Deliver further active travel and 20 minute neighbourhoods and bring forward proposals for a 'mini-holland' scheme, tailoring our approach to local communities and applying lessons from previous trials
- Prioritise continued investment within 20mph zones, pedestrian crossing review and road safety schemes
- Deliver more segregated cycle routes as set out in our cycle network ambition
- Completion of city centre cycle network





## Theme 3 Mobility and Service

The strategy is clear that we need to do more to meet our overarching objectives. This means we need to deliver complimentary measures alongside the infrastructure we have already been successfully delivering. We are working with the Institute for Transport Studies at the University of Leeds on behavioural change research and bringing shared mobility trials to the city.



### Behavioural Change

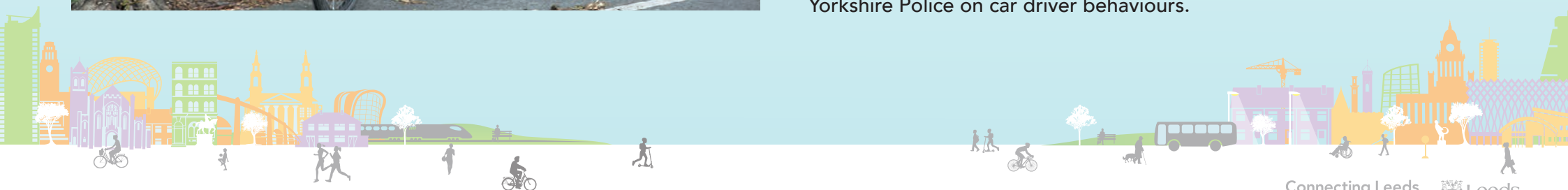
We have already launched our new Walk it Ride it campaign which aims to encourage people to make one small change a week. We will be monitoring this campaign with a view to rolling out across the whole district if proven to be successful.

We are also leading by example through offering the trial of free e-cargo bikes for business which has recently been extended. There has been a 70% growth in road miles of vans in the last 20 years, we need to take action to investigate freight and how we can further support change to lower carbon modes.

An outcome of the consultation is that we need to do more to raise awareness of the Climate Emergency including its effects on our city and why tackling it is such a priority for everyone. We are committing to launching an awareness campaign on transport and the climate emergency.

We will also continue to deliver key training for pedestrians alongside our bike-ability training as well as working in partnership with the West Yorkshire Police on car driver behaviours.

A promotional poster for the 'Walk it Ride it' campaign. It features three small photographs: a woman cycling, a man and child cycling, and two women walking. The text on the poster includes the word 'LEEDS' in a box, the slogan 'We're moving towards healthier, greener travel.', a QR code, the website 'walkitrideit.com', and the slogan 'WALK IT. RIDE IT.' in a box. The background is light blue and yellow with decorative lines.



## Public Transport

The consultation response was clear, that the bus network does not meet the needs of our district. A clear area of feedback was the lack of orbital bus services connecting communities together without accessing the city centre. The West Yorkshire Combined Authority and the Mayor are responsible for the public transport operation throughout the district. We will continue to support the Mayor and WYCA on transforming the public transport network, introducing new ticketing and encouraging new produce and service innovations.

The newly elected Mayor has made this a priority and has already committed to entering an enhanced partnership with all bus operators which could help deliver deals on fares, better standards and improved integration between different modes.

In partnership with WYCA we will be launching a trial of Demand Responsive Transport (DRT) in East Leeds in Autumn 2021. The trial will run until 2023 and provide a new responsive form of public transport. We believe DRT has the potential to transform bus travel within communities and will be evaluating the trial with a view to roll this out further.

## Integration between modes

We want your journey to be seamless, for you to be able to switch between walking, cycling and the public transport network easily. To do this we need to enhance our existing bus and rail stations and bring forward trials of new mobility hubs too.

## Shared Mobility

We have seen the success of cycle hire schemes in various cities throughout the country and we plan on implementing a public bike hire scheme in 2022. We will also continue to monitor e-scooter trials and work with central government to deliver a scheme in Leeds.

We will define our Shared Transport Vision for the district covering taxi, car clubs and bike hire schemes. This will build on our existing approach to car-clubs and expand our offering to more areas, making car clubs an integral part of our mobility options.

Karshare are launching a Community Car Share throughout the district. This peer to peer sharing scheme offers owners the opportunity to rent out their vehicles whilst they are not using them.





## Theme 4 Network Management and Maintenance

Transport asset management is about more than just maintaining our roads. There are bridges, traffic control systems, street lighting and public transport infrastructure that requires investment to deal with current and future demands.

Potholes, defective roads and poor quality cycle tracks and footways can create inconvenience, affect the quality of journeys and incur costs on users but also present potential hazards to our more vulnerable road users such as motorcyclists, cyclists and pedestrians.

We have a comprehensive programme for highways maintenance with over 111km of roads and 79km of footways replaced or improved over the last financial year.

We want to go beyond our current programme and our actions include:

- Deliver Electric Vehicle charge points across the district, to help encourage the switch to electric vehicles.
- Continue our investment in street light conversion to LEDs, reducing power requirements.
- Investigate how we can reduce vehicle idling through awareness campaign and fines.
- More regular maintenance of our network especially footways and cycle tracks ensuring they are all in a usable state.

- Continue to develop and implement a smart signal programme that can better respond to demand in the city prioritising pedestrians, cyclists and public transport. This will make journeys shorter and safer and more attractive for users.
- Completion of Regent Street Bridge major maintenance programme.
- Maintenance of the Inner Ring Road which helps facilitate the transformation of the city centre whilst also ensuring we reduce the physical barrier it places between communities, making it easier for people to access the city centre.



# Table of measures

Key:

De-carbonising Transport

Creating healthier streets, spaces and communities

Transform the city centre

Enhance public transport

New Mobility Solutions

Deliver a Mass Transit Network

Area	Big moves	Title	Description	Lead organisation including partners	Timescale
Policy		Land use planning policy	Continue to engage in the Local Plan review process to inform future spatial planning priorities.	LCC	2021-2022
		Prioritising healthy streets	Continue investment in local infrastructure and develop action plan	LCC, WYCA	Ongoing
		Parking management review	Study into district wide parking policy and controlled parking zones. Revision of parking standards for new developments.	LCC	2021-2023
		Funding opportunities	Explore further funding opportunities for public transport and active travel for the district.	LCC	2021-2022
		Park and Ride Strategy	Development of park and ride strategy for the city.	LCC, WYCA	2022-2023
		Rural Mobility	Study into rural transport challenges and opportunities	LCC	2022-2023
		StreetScape space reallocation policy	Development of StreetScape space reallocation policy	LCC	2021-2022
		Vision Zero strategy	Development of Vision Zero Strategy for road safety	LCC, WYCA, WY Police	2021-2022
		E-scooter trial	Continued engagement with Department for Transport around legislation covering scooters.	LCC, WYCA	Ongoing
		Freight	Development of freight policy for Leeds	WYCA, LCC	2021-2023
		Provision of reasonably priced fares	Continue engagement with WYCA	WYCA, LCC	Ongoing
		Mass transit	Development of Mass Transit proposals for Leeds and wider West Yorkshire	WYCA, LCC	Ongoing

Area	Big moves	Title	Description	Lead organisation including partners	Timescale
Mobility and service		Demand Responsive Transport trial	Trial of demand responsible transport in East Leeds, flexible bus services	WYCA, LCC	2021-2022
		Bike share scheme	Public bike hire scheme for the city	LCC	2022
		Car Club policy	Review and expansion of current car club policy	LCC	2022
		Walk it, Ride It Behavioural change campaign	New campaign to encourage greater walking and cycling in the city.	LCC	2021
		Cycle Parking	Provision of cycle parking throughout the district	LCC	Ongoing
		Motorcycle parking	Provision of motorcycle parking across the city, namely in the city centre	LCC	Ongoing
		Mobility Hubs	Development of mobility hubs which seek to integrate different modes of transport	LCC, WYCA	Ongoing
		Community Engagement	Continuation of engagement with local communities over local issues and proposals	LCC	Ongoing
Network management and maintenance		Street Lighting maintenance and LEDS replacement	Maintenance and replacement of street lighting	LCC	Ongoing
		Regent Street bridge	Major maintenance of Regent Street bridge	LCC	Ongoing
		Stanningley Bypass	Major maintenance of Stanningley Bypass	LCC	TBC
Infrastructure		Smart signals programme	Introduction of smart signals which respond to traffic management levels	LCC	2021-2023
		Leeds City Centre Package	A series of coordinated improvements in the city centre to enhance active travel and public transport network	LCC	2021-2023
		City Square	Public realm improvements and closure of through traffic, access to be for public transport, cyclists and pedestrians	LCC	2023
		City Centre cycle enhancements	Cycle enhancements within the city centre	LCC	2021-2022

Area	Big moves	Title	Description	Lead organisation including partners	Timescale
Infrastructure		Leeds Station Masterplan	To continue the development of the Leeds Integrated Station Masterplan and work with partners to bring forward proposals for high speed rail for the district. This include a specific focus on the corridor between Leeds and Sheffield.	LCC, WYCA, Network Rail	Ongoing
		Leeds Area Rail Improvement	This is infrastructure to improve the approaches into Leeds station which currently lead to 15 million passengers a year having their trains delayed or cancelled.	Network Rail and DfT	2024
		Transpennine Route Upgrade	To continue to provide multi-disciplinary support to aid the development and implementation of the Transpennine Route Upgrade	Network Rail, WYCA, LCC	Ongoing
		City Connect 3	Three new segregated cycle routes: Dewsbury Road, Elland Road and Clay Pit Lane	LCC	2021
		East Leeds Orbital Route	New route in East Leeds consisting of dual carriageway and active mode enhancements, includes downgrade of A6120	LCC	2020-2022
		LBA Parkway Station	Proposed station halt to serve Leeds Bradford Airport and offer park and ride facilities.	WYCA, LCC, Network Rail	2025
		A6110 Outer Ring Road Improvements	Series of targeted junction improvements focusing on public transport and active mode enhancements	LCC	2023
		A647 Corridor Works	Bus priority corridor and active mode enhancements	LCC	2020-2022
		A61 S Corridor works	Bus priority corridor and active mode enhancements	LCC	2019-2021
		Temple Green Park and Ride	Expansion of Temple Green Park and Ride	LCC	2021
		Stourton Park and Ride	Creation of new park and ride facilities at Stourton	LCC	2019 -2021
		A61 Stourton to Wakefield	Bus priority corridor and active mode enhancements	LCC	2022-2023
		A64 Corridor works	Bus priority corridor and active mode enhancements	LCC	2022-2023
		A64 Park and Ride	Creation of new park and ride facilities on A64	LCC	2023-2024
	Mirfield to Dewsbury to Leeds corridor	Bus priority corridor and active mode enhancements	LCC	2022-2023	

Area	Big moves	Title	Description	Lead organisation including partners	Timescale
Infrastructure		White Rose Station	Creation of new rail station at White Rose	WYCA, LCC, Network Rail	2022-2023
		Dawsons Corner	Highway improvements including bus priority infrastructure	LCC	2022-2023
		Dyneley Arms	Junction signalisation improvements	LCC	2021
		Fink Hill	Junction signalisation improvements	LCC	2022-2023
		A58 Roundhay Road	Bus priority corridor and active mode enhancements	LCC	2023-2024
		A61 N Corridor	Bus priority corridor and active mode enhancements	LCC	2023-2024
		Alwoodley Park and Ride	Creation of new park and ride facilities at Alwoodley off A61N	LCC	Ongoing
		M621 Highways England	Capacity enhancements to M621 junctions 2-7	Highways England, LCC	Ongoing
		East of Otley relief road	Creation of a new relief road for Otley, to be supported with downgrade of old road network	LCC, Developers	2022-2024
		Netherfield Road Car Park	Creation of new multi-story car park off Netherfield Road, Guiseley	LCC, WYCA	Ongoing
		A58 Beckett Street	Bus priority corridor and active mode enhancements	LCC	2022-2023
		Active Travel Neighbourhoods trial	Trial of active travel neighbourhoods. 2 already in place, Hyde Park and Chapeltown. Further trials to be developed	LCC	Ongoing
		20mph zones	Complete roll out of 20mph zones across the district	LCC	2018-2022
		Pedestrian Crossing Review	Annual investment for pedestrians crossing in the district.	LCC	Ongoing
		Road Safety Schemes	Implementation of road safety schemes	LCC	Ongoing
	Trial new technologies – EV charge points	Installation of Electric Vehicle charge points throughout the city	LCC	Ongoing	

See annual programme of works for further detail. The West Yorkshire Combined Authority undertaken further schemes which may not be included on this list.