

## **INFORMAL MEETING OF THE LEEDS DISTRICT CONSULTATION SUB-COMMITTEE**

**MEETING TO BE HELD AT 2.00 PM ON MONDAY, 11 OCTOBER 2021  
THIS MEETING WILL BE HELD REMOTELY AND WILL BE LIVE  
STREAMED HERE:**

<https://www.youtube.com/channel/UCazjNSGpgZZT41Vibn2ZK9A/live>

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### **A G E N D A**

- 1. OPEN FORUM**  
Open session for members of the public to ask a question, raise a concern or provide feedback.
- 2. APOLOGIES FOR ABSENCE**
- 3. DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS**  
Transport Committee Members only.
- 4. EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC**
- 5. MINUTES OF THE MEETING HELD ON 15 MARCH 2021**  
Please note that these minutes are presented for information and cannot be approved during this informal meeting.  
(Pages 1 - 6)
- 6. NOTES OF THE INFORMAL JOINT DCSC MEETING HELD ON 26 AUGUST 2021**  
For information.  
(Pages 7 - 16)
- 7. INTRODUCTIONS**
- 8. CHAIR'S UPDATE AND TRANSPORT REVIEW**
- 9. INFORMATION REPORT**  
(Pages 17 - 30)

**10. OPERATORS UPDATES**

**11. WORKSHOP SESSION - TRAVEL AND TRANSPORT POST  
PANDEMIC**

(Pages 31 - 32)

**Signed:**

A handwritten signature in black ink, appearing to be 'S. Khan', written in a cursive style.

**Director of Transport and Property  
Services  
West Yorkshire Combined Authority**

## MINUTES OF THE MEETING OF THE LEEDS DISTRICT CONSULTATION SUB-COMMITTEE HELD REMOTELY ON MONDAY, 15 MARCH 2021

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### Present:

Councillor Peter Carlill (Chair)	Leeds City Council
Councillor Neil Buckley	Leeds City Council
Councillor Colin Campbell	Leeds City Council
Mark Parry (Deputy Chair)	Public Representative
John Birkby	Public Representative
Linda Bishop	Public Representative
Charlotte Davenport	Public Representative
Howard Dews	Public Representative
Peter Dixon	Public Representative
Catherine Keighley	Public Representative
Judith Rhodes	Public Representative
Eric Smith	Public Representative
Bill Tymms	Public Representative
Leslie Webb	Public Representative
Clive Woods	Public Representative

### In attendance:

Paul Foster	Leeds City Council
Stuart Fillingham	First Group
Graham Meiklejohn	TransPennine Express
Ben Mansfield	Transdev
Pete Myers	Northern Trains
Richard Isaac	Northern Trains
Kim Purcell	Arriva Yorkshire
Dwayne Wells	Arriva Yorkshire
Dave Pearson	West Yorkshire Combined Authority
Helen Ellerton	West Yorkshire Combined Authority
Tom Gifford	West Yorkshire Combined Authority
Aaliyah Younis	West Yorkshire Combined Authority

### 21. Open Forum

No questions or concerns had been received from members of the public prior to the meeting.

The Sub-Committee and members of the public in attendance were given the

opportunity to raise any issues which were not covered on the agenda and the following comments were made:

- The consultation relating to the park and ride and rail station proposals at Leeds Bradford Airport was discussed, with concerns raised over the high cost of the project with potentially limited benefits. It was agreed that further information on the points raised would be provided after the meeting.
- Members suggested that the proposed bus shelters in the area of the Corn Exchange did not appear to be of large enough capacity to meet expected demand. It was agreed that this would be revisited.

## **22. Apologies for Absence**

Apologies for absence were received from Cllr Groves, Brittany Stead and Brannoc Stevenson.

## **23. Declarations of Disclosable Pecuniary Interests**

There were no pecuniary interests declared by members at the meeting.

## **24. Exempt Information - Possible exclusion of the press and public**

There were no items which required the exemption of the press and public.

## **25. Minutes of the meeting held on 12 October 2020**

**Resolved:** That the minutes of the meeting held on 12 October 2020 be approved.

## **26. Chair's Update**

The Chair welcomed Leeds City Council elected members as they had been invited to attend the meeting in order to participate in the workshop session on the Connectivity Infrastructure Plan.

## **27. Information Report**

Members considered an information report which provided an update on transport issues in Leeds.

**Resolved:** That the report be noted.

## **28. Operator Updates**

Members received updates from the representatives of transport operators in the district:

### First Bus

First Bus reported that bus service had been ramped up to 95% of pre-Covid

levels in the previous week in line with Department for Transport (DfT) guidance. Passenger numbers were currently at roughly 45% of pre-Covid levels.

Discussions were underway with Leeds City Council and Bus Alliance partners regarding implementing passenger recovery campaigns once the expected easing of lockdown restrictions had begun.

### TransPennine Express

Rail services would be returning to the December 2020 timetable from 29 March 2021, which would bring them to 85-90% of pre-pandemic levels.

Work would start in May on the installation of toilets and changing facilities at Dewsbury station, and was expected to finish later in the summer.

### Arriva

Arriva reported that after having reduced their timetables in February in response to a request from the DfT to reduce mileage, Monday-Friday service had since been restored to full pre-Covid levels. Capacity was reduced due to social distancing measures but extra journeys had been implemented to mitigate this, particularly to cater for travel to and from schools.

Weekend services remained on a reduced timetable but would return to full service levels once non-essential retail opened in April.

### Transdev

Transdev advised the Sub-Committee of planned service changes in April, May and June following the announced easing of lockdown restrictions.

### Northern

Northern advised that patronage remained very low compared to pre-Covid figures, although the return to school had increased this figure. A new timetable would be introduced in May 2021 when it was expected there would be a significant upturn in patronage, particularly due to the return to leisure activities. This would bring service levels above 90% of pre-Covid levels.

Northern reported on difficulties they had experienced training drivers while still maintaining social distancing. These problems had since been resolved, but resourcing of drivers would remain an issue effecting timetables for some time to come.

**Resolved:** That the operators be thanked for their updates.

## **29. Workshop Session - Connectivity Infrastructure Plan**

The Sub-Committee was given a presentation on the Combined Authority's Connectivity Infrastructure Plan, which set out a long-term transport infrastructure programme for the next 20 years.

The plan comprised a series of documents which brought bus, active travel, rail, mass transit and future mobility together into a single integrated plan for the region, with plans and proposals supported by a series of evidence-based reports.

Feedback was being sought on all aspects of the plan and elected members of Leeds City Council had been invited to participate in the workshop as part of the public engagement process.

The following questions and comments were raised:

- It would be important to engage the growing youth population in any plans for the future. The consultation process aimed to gather feedback from as many hard-to-reach groups as possible.
- The need to consider places outside of West Yorkshire, such as Harrogate, was raised. Officers had been in contact with colleagues in North Yorkshire County Council to discuss joining up key flows, but it was noted that the prime focus of the plan was West Yorkshire.
- Wetherby was discussed as a potential area of connection for mass transit routes.
- The importance of off-highway cycle routes was noted, with segregated cycling infrastructure for as many routes as possible.
- Members questioned how the net-zero carbon target for the Combined Authority aligned with that of Leeds Council, and how this would affect the plan.
- The need to reduce the overall number of private car journeys as part of the Highways Demand Management Scheme was highlighted. Members questioned whether this would include congestion charges; no congestion charges were currently planned.
- Building a mass transit system could mean disruption to businesses in city and district centres for months and possibly years. Business support measures were a possibility to mitigate the effect of this disruption on support for any potential project.
- The inner east Leeds and outer northeast Leeds areas were highlighted as having poor connectivity to the city centre and/or areas of economic development. Officers were invited to attend the next meeting of the Outer North East Community Committee to gain further feedback on this. The enhanced partnership with bus operators would be an important part of improving connectivity in these areas.
- What effect would planned bus infrastructure expansion have on the implementation of mass transit due to the limited road space available? It was emphasised that the aim of the plan was for mass transit to integrate with the bus network rather than competing against it – potentially using the same infrastructure and with intermodal ticketing solutions.
- Members questioned whether the carbon impact of any mass transit construction costs had been taken into account.
- Would bus companies need to be subsidised as their role changed within the wider transport network? As part of the enhanced partnership, there would be a greater level of risk sharing between the

Combined Authority and bus operators where the overall network would be more of a focus than individual routes.

- What long-term guarantees exist for funding? The initial aim would be to create a deliverable first phase, but the need to look at other funding streams, including private sector funding opportunities, was noted.
- The need for high-demand corridors to be able to economically support the case for mass transit was highlighted.
- The importance of gathering views from both frequent bus users as well as car drivers was noted.
- Members questioned whether existing infrastructure from closed railways could be utilised, with the Wortley curve being highlighted, and asked what was being done to protect this infrastructure for future use.
- The relative distance of the rail station in Pudsey from the centre of the community was noted – could mass transit better connect Pudsey with both the rail network and the centre of Leeds? Cycling and walking access alone was not sufficient in all situations, such as for families with young children or for the elderly.

**Resolved:** That the presentation of the Connectivity Infrastructure plan and members' comments be noted.

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## NOTES OF THE INFORMAL MEETING OF THE JOINT DISTRICT CONSULTATION SUB COMMITTEES HELD REMOTELY ON THURSDAY, 26 AUGUST 2021

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### Present:

Councillor Susan Hinchcliffe (Chair)	Bradford Council
Councillor Kim Groves	Leeds City Council
Councillor Manisha Kaushik	Kirklees Council
Councillor Lou Cunningham	Leeds City Council
Councillor Allan Garbutt	Wakefield Council
Councillor Suhail Choudhry	Bradford Council
Councillor Helen Hayden	Leeds City Council
Councillor James Homewood	Kirklees Council
Councillor Rizwana Jamil	Bradford Council
Councillor Naveed Riaz	Bradford Council
Councillor Taj Salam	Bradford Council
Councillor Jane Scullion	Calderdale Council
Usman Ali (Public Representative)	Wakefield
John Birkby (Public Representative)	Leeds
Linda Bishop (Public Representative)	Leeds
James Craig (Public Representative)	Bradford
Howard Dews (Public Representative)	Leeds
Stephen Hetherington (Public Representative)	Bradford
Andrew Jewsbury (Public Representative)	Bradford
Shaun Jordan (Public Representative)	Kirklees
Catherine Keighley (Public Representative)	Leeds
Peter Ketley (Public Representative)	Bradford
Mark Parry (Public Representative)	Leeds
Graham Peacock (Public Representative)	Bradford
John Prestage (Public Representative)	Bradford
Keith Renshaw (Public Representative)	Bradford
Judith Rhodes (Public Representative)	Leeds
Barrie Rigg (Public Representative)	Bradford
John Sheppard (Public Representative)	Calderdale
Leslie Webb (Public Representative)	Leeds
Geoff Wood (Public Representative)	Calderdale
Clive Woods (Public Representative)	Leeds

## **In attendance:**

Mark Fenwick	Arriva Yorkshire
Graham Meiklejohn	TransPennine Express
Paul Moses	First Group
Pete Myers	Northern Trains
Mohammed Raja	First Group
Dwayne Wells	Arriva Yorkshire
Andrew Bradley	West Yorkshire Combined Authority
Helen Ellerton	West Yorkshire Combined Authority
Thomas Lock	West Yorkshire Combined Authority
Dave Pearson	West Yorkshire Combined Authority
Dominic Martin	West Yorkshire Combined Authority

## **1. Introductions**

The Chair welcomed members of the District Consultation Sub-Committees, and introduced herself, the lead Members of the Transport Committee, and the Chairs of each Sub-Committee.

## **2. The National Bus strategy and Bus Service Improvement Plan overview**

Members received a presentation from the Director of Transport and Property Services on the Bus Service Improvement Plan. Some key themes were presented for discussion: 'Fares and ticketing', 'Bus network design', and 'Bus priority and supporting infrastructure'. Members were asked to feedback what they thought the most important things to consider in this plan would be. This was part of a wider engagement process, and it was hoped this would highlight the priorities from each district area.

The Government's National Bus Strategy had been published on 15 March 2021, setting out an important role for buses in the transport network and noting that a deregulated environment had not worked well for buses. As part of this, Local Transport Authorities (LTAs) had been given a deadline of 31 October 2021 to produce a Bus Service Improvement Plan (BSIP). This plan would set out the LTAs' intentions for the bus services in their region, and how they would deliver on the themes in the National Bus Strategy, which were that buses be:

- Faster and more reliable
- More frequent
- Better integrated with other modes of travel such as trains, walking and cycling
- Cheaper
- Easier to use and to understand
- More comprehensive.

The BSIP was also being designed to align with the Mayor's pledges for the bus service, including bringing the bus service back under public control and supporting more environmentally-friendly buses. It would also serve as a bidding document for the Government funding stream behind the National Bus Strategy.

The Bus Services Act included methods through which LTAs can work with bus companies to strengthen the collective role of management of the bus service. In line with this, and recognising the importance of buses to the people of the region, the Combined Authority was proposing to establish a more formal enhanced partnership with bus operators, and also look to forward at potentially undertaking a franchising scheme, as had been approved at the June 2021 meeting of the Combined Authority. Final recommendations regarding whether franchising could deliver the aims of the plan more effectively were expected to be made to the Mayor and the Combined Authority in 2023.

Members raised the following questions and concerns:

- Should Northern Rail be included as a fourth partner, given the strong integration between bus and rail and the Combined Authority's existing close relationship with Northern Rail? These linkages would be kept – the Enhanced Partnership as prescribed by the Bus Services Act would be between the LTA, the Highway Authority and the bus companies, but rail and other forms of transport would still be important considerations.
- Faster services would require bus priorities on corridors to implement – existing bus priority lanes had already shown a strong impact.
- Including areas on the outskirts and housing estates would be vital, as well as places like employment zones, anchor organisations like hospitals, etc.
- To achieve the aims of the National Bus Strategy, particularly cheaper fares, buy-in from bus operators would be required.
- Would bus operators be bound by the BSIP? The aim of the BSIP was to develop a partnership with operators, and it was believed this would be beneficial for operators in terms of increasing numbers of passengers. If operators did not commit to this partnership, government funding could be affected, and the Combined Authority had the option of taking further franchising powers to direct bus operators.
- How would success be measured? Targets would be set for patronage, average journey time, reliability, customer satisfaction measures, etc. This would inform the recommendation made to the Mayor and Combined Authority about pursuing franchising. However, it was recognised this would be made more difficult by the effect of pandemic on patronage, which was still in the process of recovering.
- Integration between bus and other modes of transport, particularly cycle, were welcomed but would require proper infrastructure, such as secure structures/facilities for locking bikes. The difficulties of carrying heavier bikes in certain situations was also raised, as was the feasibility of bringing bikes onto buses.

Concerns were also raised that the strategy of a partnership had been attempted before with Local Transport Plans, and that bus services had been in decline for many years before the pandemic, with many cancellations and a loss of public trust in the service – what would make the BSIP succeed where previous attempts had not? Officers advised that this partnership was different in that it involved a structural change; it would fundamentally incorporate the

funding streams, and would push operators to move toward things they had historically been averse to, such as multi-operator ticketing. Additionally, the historical loss of bus patronage reflected the national situation rather than anything unique to West Yorkshire.

It was also noted that for the bus network to grow, a new, modern, integrated approach had to be taken. The overall improvement of the bus service would go beyond the BSIP and would include measures being implemented as part of the Leeds Public Transport Investment Programme and through the Transforming Cities Fund. It would be important to integrate these measures and to work with operators to offer different models, such as the Demand Responsive Transport (DRT) as currently being trialled in East Leeds.

### **3. Discussion 1: Fares and ticketing**

Members were asked to consider several questions relating to fares and ticketing for the bus service.

- Is it right that the ticketing structure gives discounts to regular users and charges walk-in users a higher rate? Does this encourage people to use the service? How will the long-term impact to working from home impact this?
- Are uniform flat fares desirable, or would graduated fares which were simpler than the current offer be preferable?
- Should fares be the same across all districts?
- Would a contactless capping system as used in London work well here?
- Should concessionary fare schemes (currently offered to under-19s and for the elderly and disabled people) be extended to any further customer groups?

It was noted that offering lower fares to new/walk-on customers could work well in encouraging people to try the bus service, as could promotions such as group ticketing.

Members also discussed the fares offered in other areas, such as Edinburgh and London. Edinburgh offered a capped fare on travel through the day, as well as a cap on individual journeys. London used flat fares with the Oyster card. These schemes were praised for being simple to use, particularly if prospective passengers were unfamiliar with the route or may make more spontaneous journeys. However, it was noted that West Yorkshire as a region had different needs and challenges than Edinburgh and London, and we were multi-centered, with a number of city and town centres that are major destination points, and our journeys may be more complicated than those of people in Edinburgh or London.

It was questioned whether the choice was between flat fares and capped fares, or whether both could be implemented together. Officers advised that a combination of both was possible with a flat fare for single journeys and a daily cap, and this would mean that passengers would not need to tap off the bus, which would be required if more complicated fares were used. The M-card day ticket currently worked similarly to a cap system in the region, however,

passengers unfamiliar with the bus service may not be aware of this. Passengers were often given a particular operator's own day ticket, which would not be accepted by other operators.

Members raised the following other questions and comments:

- If an Oyster-card style scheme were implemented, who would pay for the computer system? The Government had identified they would fund this, but there were questions as to how long this would take and what would be required to make existing systems compatible with this.
- Had research been done on what models best drove usage? Certain models, such as flat fares, may seem attractive but be less relevant at a time when only a small minority of users paid through cash. Officers advised that the data and needs relating to our region were being examined closely, rather than simply adopting what models had worked well elsewhere.
- The importance of marketing was highlighted, with buses being noted as appearing less effective at promotions compared to rail. It was anticipated that the loss of patronage caused by the pandemic would cause this to change, with new discount schemes potentially due to be announced soon.
- Flat fares could risk making short journeys more costly, when bus journeys were already viewed to be expensive. The potential of having multiple levels of flat fares was discussed, to better differentiate between long distances and short city journeys.
- The need to consider people who use cash was raised, to ensure that they weren't left behind in regard to these improvements.
- It was noted that in some areas around the world, LTAs were implementing bus services which were free at the point of use and were funded by taxpayers.

#### **4. Discussion 2: Bus network design**

Members were advised of plans to categorise bus services into different tiers, with different kinds of journeys having different requirements.

- A core network of 'turn up and go' services, running every 15 minutes or so on major routes, where the priority would be to extend and enhance these routes. These services would be expected to be commercially viable.
- A secondary network which would run less frequently and may need to be partially subsidised. The priority for these journeys would be improved consistency, with new connections.
- A network for tendered services and community connectivity needs, dealing with socially necessary and contracted journeys. These would also need to be made more consistent, with the possibility of replacing some of these services with DRT where appropriate.

This would be part of a five-year plan to evolve the bus service, without losing the existing capabilities and important role it already played.

Members were asked to consider several questions relating to bus network design:

- Is the above-mentioned evolutionary approach the right one for the region, or would a revolutionary approach (redrawing and starting the network from scratch) be better?
- What are the priority areas and locations for new bus links and connections?
- Would replacing certain services with DRT be welcomed?
- Which customer groups should be considered as a priority to target with better bus network connectivity?

It was noted that the funding available as part of the National Bus Strategy was a one-off payment, and therefore it was important to consider future maintenance. The Combined Authority's intention was to use the available funding to create a sustainable atmosphere, where the bus service could continue without significant further public funding.

Members questioned whether the strategic development plans, employment plans, etc, of district councils been considered. Attracting developments that would reduce car usage from the outset would need these facilities built into the network in advance, and currently many housing developments of recent years were poorly served by public transport services, with Hade Edge in Kirklees being highlighted, although it was noted that First Group were currently in talks with local groups on how this area could be better served.

Officers advised that a long-term plan for the bus network was developed in 2018/2019 taking into account what was currently known about future plans, although the pandemic had since impacted on these plans. Mechanisms also existed to acquire initial funding for services in these situations, such as Section 106 agreements or developer contributions, and DRT could also be of use in this scenario.

Members raised the following other questions and comments:

- DRT was highlighted as playing an important role going forward, particularly as transport patterns had changed and were continuing to do so, but the new needs had not yet been modelled. DRT could fill these needs while also gathering data for where future services would best be developed. However, it was warned that DRT would never be commercially viable, as due to the relatively smaller number of passengers per driver they were more expensive to run.
- The potential use of shuttle bus/access bus services, taking people who lived away from main roads to other local destinations such as schools and doctor's surgeries, was discussed.
- The difficulty in tailoring the plan to better connect deprived communities with areas of employment, education, etc, while still ensuring areas with high car-ownership are well-served by buses in order to lower car use and meet carbon targets was discussed. A dichotomy existed between the desire to simplify fares and the bus service in general while meeting the different needs of some of these groups.
- The 'hub and spoke' model was discussed. It was noted that this model required frequent and regular services. A trade-off also inevitably existed between having less frequent direct services, and more

frequent services that required bus changes.

## **5. Discussion 3: Bus priority and supporting infrastructure**

It was highlighted that reliability and punctuality were frequently cited as the most important issues to bus passengers, and the lack of these (along with long journey times) were also attributed by those who did not use the bus as the key reasons behind this. In order to improve these measures, it was necessary to consider how bus services could be prioritised over other road users.

A number of potential areas were highlighted, including bus lanes, bus gates, traffic signal priority, and increased kerb space for buses, as well as the enforcement of existing measures such as bus lanes and car parking charges.

Members were asked to consider several questions relating to bus priority and supporting infrastructure:

- What are the factors that cause delay for buses?
- Where should efforts be focused to improve bus infrastructure?
- Should general traffic be slowed down to speed up buses?

It was noted that as part of the Combined Authority's longer-term carbon targets, an overall reduction in car users on the road was required, which may involve a reduction in road space for cars. However, the focus for the BSIP was the best return on investment toward supporting the bus service, with carbon reduction being a longer-term priority.

Members raised the following other questions and comments:

- Members discussed the need for buses to have priority at traffic lights in bus lanes, and the SCOOT system. This had been implemented in some parts of the region, but not all.
- The increase in journey times pre-Covid was raised. Extra time being put into the system could cause unnecessary delays on days with less congestion, as buses would be waiting at the bus stop in order to stay on this slower schedule. However, it was noted this was done to increase reliability.
- The importance of bus priority was highlighted; if buses were to become faster and more reliable, more people would likely leave their cars to use the bus service, resulting in less congestion, making this a virtuous circle, and one that ultimately would likely speed up the remaining general traffic rather than slowing it down.
- Members noted the need to focus on areas outside of city and town centres, with Harrogate Road leading out of Leeds being highlighted.
- It was noted that many car users were people such as care workers who visited patients in their homes, and others who required a car in the course of their work, and it was important not to treat these people punitively.
- The need to consider active travel methods in terms of infrastructure was also raised.
- An interactive map had been used in previous consultations, and DCSC members noted that this may be a useful tool to highlight where bus

infrastructure efforts should be focused.

- How would any road schemes factor into our environmental assessments and targets? Would slowing down general traffic mean creating more standing traffic or congestion, which could negatively impact air quality? Would new buses be needed as part of this plan? It was noted that new buses would be required as part of the plan to decarbonise the bus network. All new buses from now were required to be zero-carbon, though this would require significant investment and questions remained to be answered.

## 6. Discussion 4: Other key themes

Officers advised DCSC members of other work that had been undertaken or was planned with bus operators to support the BSIP, including on customer service, shared metro branding and joint comms, multimodal integration, and ensuring that how the bus service could support equality, diversity and inclusion – and how it could help more people to be included in wider society – was considered throughout the work.

Members were asked to consider several questions:

- How could the customer experience for bus passengers be improved?
- What role should the bus service play in decarbonisation?
- Had anything been missed?

Members raised the following questions and comments:

- Better coordination of timetabling between different operators would be useful, although the difficulties were recognised, particularly in light of driver shortages. More integration was planned by operators in the near future.
- Members questioned why toilets at bus stations were not free, compared to those at rail stations.
- The importance of bus shelters having accessible, accurate, and up-to-date information was highlighted, as well as the need for protection from the rain. Many bus stop timetables had been removed; this had been done over the course of the pandemic due to the rapid change of services, and timetables were removed rather than remaining with incorrect information. These were in the process of being reintroduced, and it was noted that up-to-date 'next bus' information for particular stops could be accessed through mobile phones, using the QR code at each stop. However, paper timetables were important for those without internet-capable mobile phones.
- It was questioned why digital screens couldn't be installed at every bus stop. The aim was to have these screens at all busier stops throughout the region, but with 14,000 stops, not enough screens were available to install them everywhere.
- Members questioned whether BSIP funding was capital or revenue – there would be elements of both, but only a single payment would be given, so the need existed to make best use of this money over a long period, and to find any needed money for maintenance.
- Express/limited stop buses could be useful, although it was noted that converting existing routes to these could be unpopular.



- It was noted that roadworks were a large contributor to congestion issues.
- Could bus stops be given clearer names to encourage people to have a better understanding of the network, particularly in terms of modal shift? This would be looked at for certain key destinations, where a more descriptive name could potentially be chosen than intersecting road names. Additionally, audio-visual announcements were being implemented on buses nationally.
- The audio announcements at bus stops were noted as sometimes being very difficult to hear due to road noise. This was currently being worked on.
- Members noted a number of bus stops which appeared to no longer be in use and asked whether they could be removed.

## **7. Next steps**

The BSIP would be considered at the Transport Committee meeting on 17 September 2021. There would then be a sign-off process through the Bus Alliance executive board, and then the BSIP would be brought to the Combined Authority on 22 October 2021 for final sign-off before submission to the Department for Transport.

Members were invited to send any further comments or feedback via email, and it was noted that there was an intention to have a further, larger bus conversation next year to gather views on the Enhanced Partnership, with a particular aim to hear from those who were not normally reached by such consultations.

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**Report to:** Leeds District Consultation Sub Committee

**Date:** 11 October 2021

**Subject:** Information Report

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**Director(s):** Dave Pearson, Director of Transport & Property Services

**Author(s):** Various

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## 1. Purpose of this report

- 1.1 To update the sub-committee on matters of information relating to the Leeds District.
- 1.2 Updates on regional and national issues are covered in the papers for Transport Committee, the latest set are available on the following link; [WYCA - Modern Gov.](#)
- 1.3 A list of current projects in Leeds District where there is current activity is provided at Appendix 1

## 2. Information

### Core bus network

- 2.1 In July 2020, West Yorkshire Combined Authority engaged with the Sub Committee together with stakeholders and members of the public on proposals for the new Leeds Core Bus Network, with respondents showing their overwhelming support for new colour-coded bus lines and maps to help passenger navigation.
- 2.2 West Yorkshire Combined Authority is now transforming the look and feel of bus stop infrastructure on the core bus network in Leeds. Coupled with user-friendly signage, 2,300 bus stops are receiving a facelift. New network maps will include named and coloured bus lines to help passengers find which bus they need to take to get from A to B. The maps will be at most bus stops along the Core Network and available online, making planning journeys around Leeds much simpler. The new Leeds city centre map is also divided into zones, enabling passengers to easily identify where to catch their bus from when returning home or journeying onwards from the city centre.

- 2.3 The Core Bus Network is made up of 18 bus lines for services that run every 15 minutes or better. The network also includes bus services that provide direct express services from the city centre to key locations across Leeds.

#### Stourton Park & Ride

- 2.4 Stourton Park & Ride officially opened in Leeds on the 6 September. The fully solar powered site is served by zero-emission electric buses, operating every 10 minutes along dedicated bus lanes taking just 15 minutes to travel to Leeds City Centre. Stourton Park & Ride has capacity for 1,200 vehicles including 26 electric car charging points, secure cycle storage and dedicated disabled, family and motorcycle bays. Stourton Park & Ride also has a Changing Places toilet that offers additional space and facilities for carers and families who plan journeys around specialist toilet facilities.

#### Flexibus East Leeds

- 2.5 FlexiBus East Leeds is a new demand responsive service which was launched on 27 September. The service operates from 7am to 7pm Monday to Saturday, and is a pre bookable service that connects people to local places within the East Leeds area.
- 2.6 Passengers must book at least one hour before they wish to travel and the bus will pick them up at a safe and convenient place within 200m (3 minutes walk) of their location. Journeys can be booked via the Flexibus App or by calling MetroLine.
- 2.7 Appendix 2 provides further information on the service, including the area covered, and is also available at [FlexiBus East Leeds | Metro \(wymetro.com\)](#)

#### Leeds Public Transport Investment Programme

- 2.8 The Core Bus Network, Stourton Park & Ride/ A61 south bus priority corridor and Flexibus are all funded by the Leeds Public Transport Investment Programme. This programme has also delivered improvements at Headrow/ Park Row/ Infirmary Street with works elsewhere in the city centre around Corn Exchange together with several other bus priority corridors in the city currently in progress.

#### A64 Improvement Scheme

- 2.9 Leeds City Council and the West Yorkshire Combined Authority have developed proposals to deliver a series of bus priority improvements along the A64, alongside improvements for people walking and cycling. The scheme area extends from the A64 junction with Marsh Lane on the edge of the city centre to Whinmoor. Following public consultation, a report is due to be published on the YourVoice page at <https://www.yourvoice.westyorks-ca.gov.uk/a64>

### Elland Road Cycle Route

- 2.10 The city's new Elland Road cycle route was officially opened on 20 September 2021. The 1.5km route, which runs from Elland Road Park & Ride to the city centre, will help connect people in south Leeds with job, training, education and leisure opportunities.
- 2.11 It is part of a £6.4 million package delivered by the West Yorkshire Combined Authority in partnership with Leeds City Council, including the Claypit Lane route that opened earlier this summer and a scheme to extend the existing segregated cycle lane on Dewsbury Road with a 1.5km section of new route between Garnet Road and Beeston Ring Road.

### Cottingley Rail Station

- 2.12 West Yorkshire Combined Authority is currently considering the closure of Cottingley Rail Station and is undergoing a consultation process. This closure is being considered due to the construction of a new, more accessible station 800m from Cottingley at White Rose with extensive walking and cycling routes to and from the wider community. Feedback and comments can be left on the project's YourVoice page at <https://www.yourvoice.westyorks-ca.gov.uk/cottingley>

### Consultation on the Police and Crime Plan

- 2.13 A region-wide consultation was launched on 1 September, seeking feedback on the Mayor's Police and Crime Plan, which sets out the strategic policing and crime priorities for West Yorkshire. The consultation will run until 17 October; more information on the consultation is available at: [www.yourvoice.westyorks-ca.gov.uk/police-and-crime-plan-consultation](http://www.yourvoice.westyorks-ca.gov.uk/police-and-crime-plan-consultation)

## **3. Recommendations**

- 3.1 That the information report be noted.

## **4. Background Documents**

None.

## **5. Appendices**

Appendix 1 – Leeds Current Project Activity

Appendix 2 Flexibus

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## Leeds – Current project activity (October 2021)

Project	Scheme Description	Key Information
Headrow Gateway	A set of significant enhancements to bus infrastructure, pedestrian infrastructure cycling infrastructure and public realm in Leeds City Centre north of the pedestrian core.	Due to complete March 2021
Infirmery Street Gateway		Due to complete March 2021
Corn Exchange Gateway	Improvements to bus infrastructure, public realm, pedestrian infrastructure and cycling infrastructure on a number of roads surrounding the Corn Exchange	Due to complete December 2021
Elland Road Park and Ride	Expansion of the existing Elland road P&R site	Completed June 2020
Stourton Park and Ride	Proposals include bus lanes, smart traffic lights and limited stop bus services, helping deliver quick and reliable journey times for existing bus users.	Due to complete September 2021
Temple Green Park and Ride	Expansion of the existing Temple Green P&R site	Due to start on site March 2021
A61S Corridor Improvements	A project to implement bus priority measure to the south of Leeds city centre.	Due to complete June 2021
A61N Corridor Improvements	To improve bus prioritisation as well as walking and cycling measures along the A61 in Leeds	Due to complete April 2021
A660 Signals Improvements	A project to improve the traffic signals across a number of junctions.	Due to complete March 2021
A65 Signals Improvements	A project to upgrade the traffic signals to the northwest of Leeds city centre.	Due to complete March 2021

<b>Project</b>	<b>Scheme Description</b>	<b>Key Information</b>
Network Navigation	To make it easier to plan and take bus journeys across Leeds by creating a user-friendly and accessible set of maps and new colour coded bus stop flags, shelters and other on-street infrastructure that link to bus lines across the city	Due to complete summer 2021
Leeds Digital Hub	A project to provide a Digital hub and call centre offering information and access to door to door transport in Leeds	Trial to start in Spring 2021
Transport Hubs and Connecting Communities	A number of projects providing improvements to public transport hubs throughout Leeds.	Due to complete June 2021
Leeds Bus Station Refurbishment	The improvements will deliver a more contemporary building with improved internal facilities such as seating, real time information, new travel centre and retail unit and provision of solar panels to make the bus station more energy efficient	Construction commenced June 2021. Due to complete spring 2022
White Rose Station	Delivery of a new rail station to serve the White Rose Centre and adjacent office park	Construction to commence early 2022 Due to complete late 2022
Thorpe Park Station	Delivery of new rail Station on the York to Leeds line (Trans Pennine route)	Land for Station purchased. OBC completed. Designs being finalised and delivery strategy being agreed. Site start late 2022.
Leeds Bradford Airport Parkway Station	Delivery of new Station on the Harrogate-Leeds line.	Planning application due to be submitted Autumn 2021. FBC due Spring 2022.
LBIA access improvements	Improvements to access to LBIA	Consultation planned for summer 2021



<b>Project</b>	<b>Scheme Description</b>	<b>Key Information</b>
A6110 Leeds Outer Ring Road	Highway improvement scheme	Consultation planned for summer 2021
Armley Gyratory	Part of Leeds City Centre package. increase the capacity on the Inner Ring Road and M621 orbital route by reconfiguring Armley Gyratory	Stakeholder engagement to commence in March 2021
City Square +	Part of Leeds City Centre package. redevelopment of City Square in line with the City of Culture ambition to allow the creation of a world class gateway for the city	Consultation planned for summer 2021
Leeds City Centre Cycle Improvements	Cycle infrastructure improvements, increasing connectivity in city centre	Public consultation closed (19th Feb 21); works in Holbeck, and around Crown Point, due to commence May/June 21
Urban Traffic Management Control	Integration of five District Urban Traffic Control Centres to a single cloud system  Integration of the five traffic management systems.	Started March 2020 Due to complete March 2021  Due to start March 2021 Due to complete March 2022
ULEV Taxi Scheme	88 rapid chargers for electric vehicles across the whole of West Yorkshire	Completion July 2021
Leeds Phase 3 (CityConnect)	Made up of 3 schemes Clay Pit Lane – 1.3km segregated cycle and walking route  Elland Road - 1.5km bi-directional segregated cycle lane  Dewsbury Road – 1.5km bi-directional segregated cycle lane	Completed June 2021  Completed September 2021  Completed September 2021

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# 25 FlexiBus East Leeds

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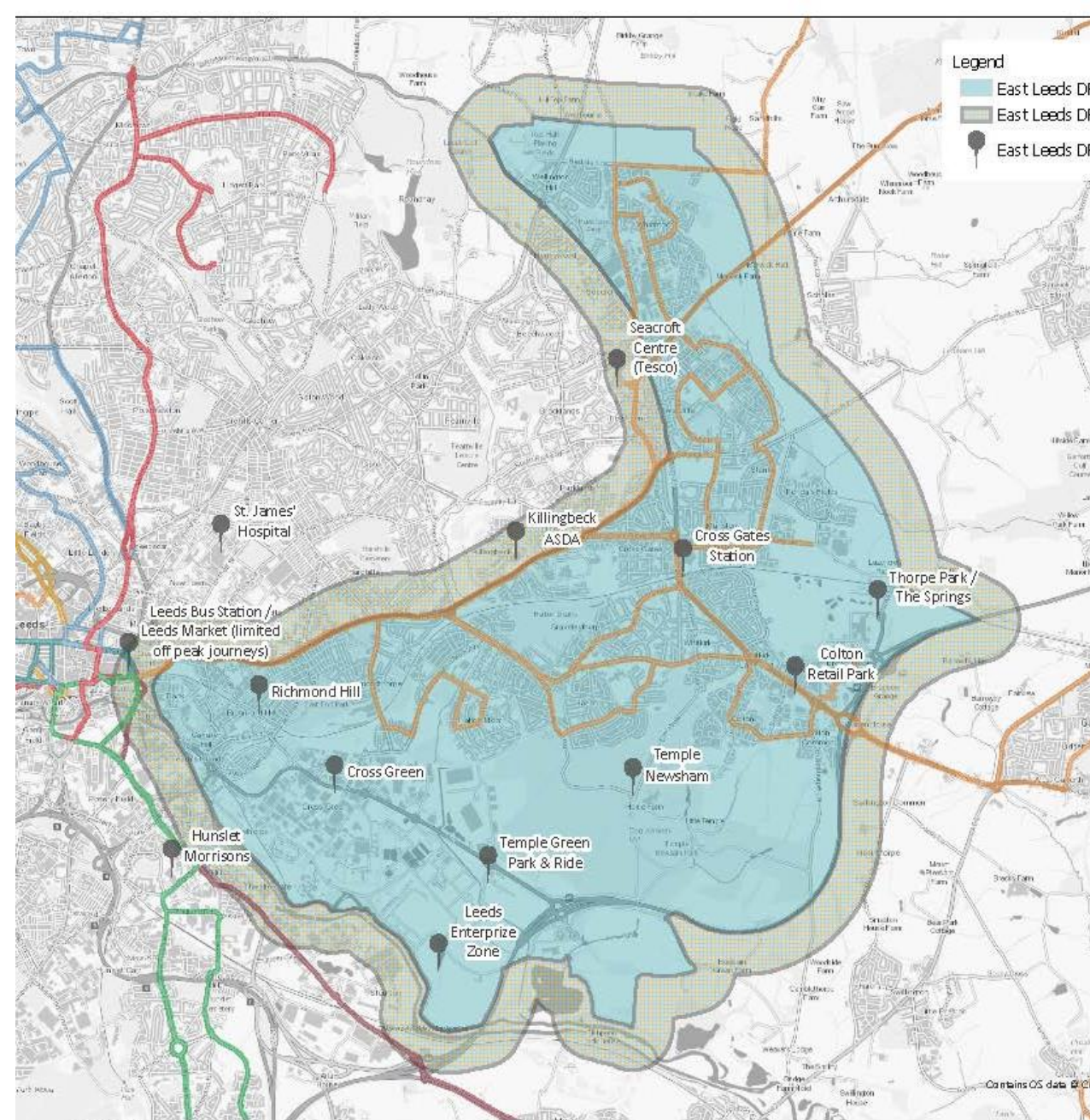
Transport Committee 17 September 2021

# Background

- **The FlexiBus East Leeds (FBEL)** is a project within the Combined Authority led Bus Delivery Package that is part of the Leeds Public Transport Investment Programme (LPTIP)
- **FlexiBus East Leeds** is a research trial of **Demand Responsive Transport** using small electric buses at a time of new travel patterns emerging post pandemic

The purpose of the project is to:

- Trial the delivery of a **Demand Responsive Transport (DRT)** service using electric buses
- Operate within a **defined zone** in East Leeds and provide improved **links to employment , local centres, and key transport hubs** (bus/rail/Park&Ride)



# Electric vehicles

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- Seven (7) small electric ORION E bus from Mellor's have been ordered. Mellor's are based in Rochdale, Lancashire
- Vehicles have:-
  - Range of approximately 100 miles
  - USB charging points
  - Low floor accessible
  - Wheelchair space
  - Electronic front destination display
  - Zero emissions
  - Max eleven 11 seated passengers, plus one wheelchair user

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# Booking & Fare

- Passenger App – Flexi route
- Corner-to-corner service
- Book 60mins or more ahead of journey, You can make regular/repeat bookings
- Pay on-board with contactless bank cards and white Mcards or pay in advance using MCards or MCard Mobile App
- Ability to book by phone

## 28 Fares and tickets

- £2 single fare for any journey. Free onward journey if linking with First services at Seacroft
- MCard multi-operator/multi-modal products accepted to link with wider network.
- Senior/disabled concessionary passes accepted after 9:30 – Mon-Fri, all day Sat/Sun. Over 12s may travel unaccompanied.
- Will not refuse travel if space available.

# flexiroute



# Branding

- A brand name of **FlexiBus East Leeds** has been agreed for the pilot
- Behaviour change specialists **Magpie** have been appointed for the marketing and launch of the service following competitive tender
- Locality marketing and communications activity, three streams are developed for **community, business** and **housing developer** engagement
- There will be a strong emphasis on local community engagement

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**Report to:** Leeds District Consultation Sub Committee

**Date:** 21 October 2021

**Subject:** **Workshop Session – Travel & Transport Post Pandemic**

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**Director(s):** Dave Pearson Director Transport Services

**Author(s):** Helen Ellerton Interim Head of Transport Planning

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## 1. Information

- 1.1 Demand for travel reduced significantly during the periods of lockdown restrictions and is recovered since restrictions have eased. Whilst the restrictions necessitated short term changes in travel it is becoming clear that the pandemic will have a long term impact on travel behaviours.
- 1.2 This workshop will consider current data and customer research. Reflect on how perceptions of travel and transport may have been altered and engage the sub committee on a discussion asking;
  - How has Covid changed your travel habits and perception of safety?
  - What needs to happen to enable transport to support an economically sustainable recovery ?
  - How do we ensure transport options enable the widest range of people to be included in society?

## 2. Recommendations

- 2.1 That the Sub-Committee's feedback be noted.

## 3. Background Documents

None

## 4. Appendices

None

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