

INFORMAL MEETING OF MEMBERS OF THE LEEDS DISTRICT CONSULTATION SUB-COMMITTEE

**MEETING TO BE HELD AT 2.00 PM ON MONDAY, 14 MARCH 2022
THIS MEETING WILL BE HELD REMOTELY AND WILL BE
LIVESTREAMED HERE:**

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

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. NOTES OF THE INFORMAL MEETING HELD ON 11 OCTOBER 2021**
(Pages 1 - 8)
- 6. TRANSPORT COMMITTEE REVIEW**
(subject to approval by the Combined Authority)
- 7. CHAIR'S UPDATE**
- 8. INFORMATION REPORT**
(Pages 9 - 16)
- 9. OPERATOR UPDATES**
- 10. TRANSPORT PROGRAMMES: A LOOK AHEAD**

11. PUBLIC TRANSPORT AFTER THE PANDEMIC

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**



NOTES OF THE INFORMAL MEETING OF MEMBERS OF THE LEEDS DISTRICT CONSULTATION SUB-COMMITTEE HELD ON MONDAY, 11 OCTOBER 2021 AS A REMOTE MEETING

Present:

Councillor Lou Cunningham (Chair)	Leeds City Council
Mark Parry (Deputy Chair)	Public Representative
Councillor Colin Campbell	Leeds Council
Councillor Kim Groves	Transport Committee
John Birkby (Public Representative)	Public Representative
Howard Dews (Public Representative)	Public Representative
Judith Rhodes (Public Representative)	Public Representative
Eric Smith (Public Representative)	Public Representative
Bill Tymms (Public Representative)	Public Representative
Leslie Webb (Public Representative)	Public Representative
Clive Woods (Public Representative)	Public Representative

In attendance:

Stuart Fillingham	First Group
Richard Isaac	Arriva Rail North Limited
Graham Meiklejohn	TransPennine Express
Pete Myers	Northern Trains
Paul Turner	First Group
Dwayne Wells	Arriva Yorkshire
Edwin Swaris	West Yorkshire Combined Authority
Dominic Martin	West Yorkshire Combined Authority
Aaliyah Younis	West Yorkshire Combined Authority

30. Open Forum

Members of the sub-committee in attendance were given the opportunity to raise any issues which were not covered on the agenda, and following comments were made

It was felt that the 15-minute frequency of the 'turn up and go' services should be reduced to every 10 minutes. Officers clarified that the 15-minute frequency is the minimum expected, with a higher frequency where possible subject to demand.

Members noted there appeared to be no full integrated network review, in favour of ad-hoc improvements. Officers informed members of the sub-

committee that there is currently a Bus Service Improvement Plan (BSIP) bid being made to government due to seek the funding for improvements to the bus network across West Yorkshire. Enhanced partnerships are also being developed with key bus operators to further develop the network beyond the aims set out by the BSIP, and the potential for bus franchising was also being investigated. The last network review was undertaken approximately 18 months ago and highlighted areas of expansion over the next decade.

It was felt by some Members that the progress towards the zero emissions target seemed slow at the present time, and that targets should be more ambitious than Euro 6 engines. Officers advised that there is currently a funding application for zero-emission buses which should allow for some electrification of the bus network, which is supported by all operators. There are infrastructure challenges presented by electrification, and debate continued about the long-term future of electric versus hydrogen power for public transport vehicles. Electric buses do already operate within Leeds, and the intention was to obtain more for the entire region as funding allows, though for the time being it can be more cost-effective to retrofit existing buses with lower-emission engines.

Concerns were raised regarding the cancellation of some lower frequency services in suburban and rural areas which can lead to long waiting times for the next service. It was noted that the WYCA and First Bus websites seemed in some places to provide conflicting information regarding bus cancellations, and it was questioned if there was an available record of cancellations to determine if there is a pattern of cancellations and how any issues can be addressed. Officers responded that any drops in service are reported by the operator to the Combined Authority and are monitored within each district to ensure service standards are maintained.

Officers explained that there is a national driver shortage across the transport industry which has accounted for some drops in service frequencies. The shortage includes approximately 250 bus drivers across West Yorkshire, equating to roughly 7% of roles. Operators are working to tackle the issue by balancing available drivers with the demand for service and altering the frequencies of some services, however there is no immediate solution in what remains to be a challenging landscape. It can be difficult to call in drivers at short notice to cover sickness or absences, and it takes time for any driver to become familiar with a new route. Staffing levels have been under capacity due to several factors including drivers taking early retirement or leaving for other roles in the HGV industry. There is a backlog of recruited drivers who are not yet able to begin work due to delays obtaining licenses, training and tests, and even though the long turnaround times have somewhat eased from several months to several weeks, it could also take some months before the positive impact is felt.

The availability of £1 fares after 7pm was welcomed to increase service use during off-peak times, however there were concerns about how well the initiative has been publicised. Officers confirmed that the £1 fare promotion has initially been a success, with passenger levels increasing in the evening when compared with pre-pandemic levels. The challenge is to maintain the levels for longer periods, and work will be done to advertise the service as

appropriate.

31. Apologies for Absence

Apologies for absence were received from Cllr Hayden, Linda Bishop and Brittany Stead.

32. Declarations of Disclosable Pecuniary Interests

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

33. Exempt Information - Possible exclusion of the press and public

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

34. Minutes of the meeting held on 15 March 2021

Members noted the minutes of the meeting held on 15 March 2021.

35. Notes of the informal joint DCSC meeting held on 26 August 2021

Members noted the reference in the minutes of the meeting to further consultation on the Enhanced Partnership, and questioned how sections of the community that were not normally reached would be included in this. Officers noted that better community engagement was a priority, and would feed this question back to the Communications and Engagement team for a direct response.

36. Chair's Update and Transport Review

The Chair expressed appreciation for the updates on the network developments, and welcomed further news regarding the Flexibus Demand Responsive Transport service, as well as the Stourton park and ride and the levels of usage since it had opened.

The Chair expressed thanks to the transport operators and drivers for maintaining high levels of service throughout the pandemic, and thanked operators for their work to tackle staffing issues and in making adjustments to the regular timetables as required.

The Chair suggested that the DCSC should feed into the region wide consultation launched by the Mayor with the police and crime panel. Ideas for feedback included how safe people feel using public transport, particularly women and girls using services at night.

37. Information Report

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

38. Operators Updates

Members were provided with verbal updates from several transport operators:

Northern

Northern reported that they are currently operating with approximately 88% of their trains arriving within three minutes of the scheduled time. This was felt to be a high standard, but it was noted that Northern were not currently running a full timetable. Passenger numbers are at about 75% of pre-pandemic levels, which comprises higher than average leisure travel but lower than average commuter travel. New products such as flexible tickets are being introduced to encourage more rail travel among commuters.

The timetable is due to be updated in December, with information being published online at present so passengers are informed.

Train driver numbers have not been impacted by staff losses as heavily as the bus industry has, however the training for new drivers was particularly impacted. Training has resumed but there is a backlog which is currently working towards being cleared.

The Neville Hill depot in East Leeds is being adopted under the control of Northern which will allow for more opportunities to improve services.

TransPennine Express

TransPennine Express reported that services are running at about 84% on time and are among the top performing services for punctuality. Arrival times are recorded for every stop, allowing for more recorded data and improved efforts to address late arrivals.

Passenger numbers are at around 70% of pre-pandemic levels overall, with higher leisure travel than pre-pandemic.

The timetable is due to be updated in December, though there are no major changes for services to or from Leeds.

Contractors have finished installing new customer toilets at Dewsbury train station.

First Bus

First Bus reported that passenger numbers are at around 75% of pre-pandemic levels, with fluctuations based on the area of Leeds. The return of university students has also led to increased demand, but distance learning has created new patterns of use which are being monitored.

The Stourton park and ride and East Leeds Flexibus are now operating. Numbers of users for both are growing and feedback has been positive.

Bus stop information at the Corn Exchange has been improved. The City Square consultation is still ongoing.

There are no immediate plans for any service changes, with a focus on increasing staffing levels and restoring services fully.

Services have been disrupted by roadworks, but plans are in place to address any issues.

Arriva

Arriva reported that there are concerns with the planned alterations to Crown Point Road which could negatively impact passengers between South Leeds and the city centre by reducing the number of lanes and bus stops. This is likely to cause significant complaints and questions if the bus route would need to be diverted. The Chair noted that the issue regarding the Crown Point Road changes is being raised with the leader of Leeds City Council.

Following network changes in July, the number of passengers served at Woodlesford station and in Rothwell has grown.

The total number of passengers is about 70% of pre-pandemic levels.

Transdev

Transdev reported passenger numbers of around 70% compared to pre-pandemic levels. The services running to and from the airport had been most affected but numbers of service users are growing slowly as restrictions are lifted

Weekend and leisure travel remains higher than weekdays in line with other operators. Younger people are using services at a similar rate to pre-pandemic levels, whereas commuters and older people are still below levels from before the pandemic.

Season ticket offers are being offered to encourage travel, including ticket bundles and discounts for regular passengers.

There are currently two routes into Leeds that are not running regularly due to a driver shortage, but the routes can be restored when more drivers can be recruited.

The Chair thanked the officers for their updates and invited any questions.

A point was raised about the Nova 1 trains and the ability of individuals to lift items such as bikes on to the bike racks. Officers replied that there is assistance available for those who are struggling, and that a balance had to be struck between the facilities for passengers and the space required for different types of commuters. The limit of two bicycles per train is also a guideline which can be raised at the discretion of the conductor, provided it does not affect the accessibility for other passengers. This can benefit both commuters and leisure travellers but would need to be monitored for certain routes to ensure service is not negatively affected.

Concerns were raised about the number of people not wearing masks on trains, and that the recorded messages should be amended to suggest they should be worn at all times. Officers responded that there is currently no mask mandate for public travel so this issue cannot be tackled by the operators themselves. Trains do operate with open windows for ventilation, and messages are in place to encourage mask wearing.

It was questioned if the commuting patterns have changed as a result of the pandemic. Officers replied that there are still peak times as could be expected, but fluctuations have been observed on certain weekdays which suggest commuters using trains for only a part of the week.

It was queried why the Flexibus only operates in East Leeds on Monday to Saturday when there are other areas that are less connected that may benefit. Officers responded that it is a trial project which benefitted from some external funding to help support its delivery. The service is based on existing models such as those already running in Liverpool and is running in the Cross Green area of Leeds which is an underserved area and improves access for those residents to St James Hospital. The project also connects with existing infrastructure which allowed for easier passenger access. The lessons learned from this trial can be used to expand the project or improve existing service in more areas.

An issue was raised with the duration of roadworks, and if utility companies are paying highways operators for the disruption as that seems to impact the rate at which works are completed. Officers responded that this issue would need to be raised with Highways officers, as roadworks operate differently depending on the type of work being undertaken. It was suggested that a representative for Highways can be asked to attend future meetings to provide more insight and updates on current and future arrangements.

A question raised regarding any planned works due to take place in the lead up to Christmas. Arriva reported some proprietary works for the TransPennine route upgrade which will result in some closures over Christmas, however there are preparations in place based on previous similar works and there should be no significant disruptions to passengers.

39. Workshop Session - Travel and Transport Post Pandemic

Members were provided with a presentation regarding the connectivity infrastructure plan.

Members made the following comments:

- There are concerns about safety and the lack of mask wearing on public transport, in line with the number of coronavirus cases in local areas (as discussed earlier in the meeting)
- Online purchases are lowering the need to physically visit shops to get their groceries and changes to working patterns are changing how often bus use is necessary. Travelling locally has become preferable and more people prefer the car for this. Bus frequency and parking availability may affect how many people are choosing cars over buses,

and so bus priority in the suburbs should be more strongly considered to reduce journey times and the amount of traffic on the road.

- Members observed there has been a large growth in recreational cycling which is in some cases surpassing commuting. It was queried if more support should be directed towards recreational cycling in line with the encouragement of active travel. Leisure cyclists are likely to cycle anyway but encouraging more commuters to cycle to work instead would reduce the number of cars and therefore reduce emissions. The benefits of increased cycling can be used to promote active travel and encourage a stronger modal shift from motor vehicles to cycles.
- The Chair noted that the use of visual examples in presentations is useful and more engaging to readers to express data.
- It was noted that many schemes for bus priority concern travel to and from the city centre, and there is an opportunity for more schemes that focus on the outer areas of Leeds. Schemes such as the Flexibus have shown that newer models can serve communities in innovative ways.
- Members noted the need for improvement schemes to be spread across all areas of the district, noting that a number of previous schemes had been cancelled or had not had the desired effect.

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Report to: Leeds District Consultation Sub Committee

Date: 14 March 2022

Subject: **Information Report**

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

Author(s): Various

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

Leeds Bus Station

- 2.1 The refurbishment works continue to progress at Leeds Bus Station. The works to the bus stands 1- 26 are complete with work ongoing on the provision of the head of queue stands and associated audio infrastructure.
- 2.2 The York Street entrance has been substantially completed and was re-opened to the public on 3 February 2022. The remaining works, including the provision of the automatic doors, external cladding and finishing of the canopy will be completed with minimal disruption to the operation of the bus station and passengers.
- 2.3 Following the opening of the York Street entrance, the Dyer Street entrance was closed on 7 February with passengers routed through National Express to gain access to bus station from this side. The temporary travel centre was completed on 1 March and works to the main travel centre are due to commence Thursday 3rd March.

2.4 The scheme is due for completion by end of April 2022.

Infirmary Street and Park Row

2.5 Work to improve Park Row and Infirmary Street has been completed. Park Row has been converted into a one-way street for most of its length making it easier for buses to use and easing congestion. The pavements have been significantly widened and a protected cycleway has been created which will link the City Station to The Headrow and Cookridge Street. The road has been modernised and more greenery has been planted to improve public realm.

2.6 On Infirmary Street, the road has been converted into a two-way operation designed for bus and cycle priority access (with provision for local access for businesses and residents). Bus stops have been upgraded and bus-only restrictions aim to improve journey times and air quality.

Corn Exchange Scheme

2.7 The Connecting Leeds £25million transformational Corn Exchange project is due to complete in the spring. Once fully complete, the area around the Corn Exchange will see restrictions to general traffic, allowing for bus priority measures, enhanced bus stop signage and facilities, safer cycle tracks and pedestrian crossings. There will also be a new public realm space created directly outside the Corn Exchange, more greenery and wider pavements, making room for al-fresco dining on Lower Call Lane. Also as part of the scheme New Briggate will be partly pedestrianised with upgraded cycle tracks.

2.8 Resurfacing works have been underway during February and will continue during March 2022, with some road closures between 8pm and 5am on the dates listed below. Pedestrian access will be maintained. The schedule of work is as follows:

- Call Lane: Monday 7 March, 8pm - Wednesday 9 March, 5am
- Meadow Lane (near old Asda filling station): Monday 7 March, 8pm - Tuesday 8 March, 5am
- Meadow Lane and Hunslet Road cycleway: Thursday 10 March, 8pm - Friday 11 March, 5am
- Call Lane (near Blue Rinse): Wednesday 9 March, 8pm - Thursday 10 March, 5am
- Lower Briggate cycleway: Wednesday 9 March, 8pm - Thursday 10 March, 5am
- New Briggate: Sunday 13 March, 8pm - Thursday 17 March, 5am
- New Briggate cycleway: Monday 21 March, 8pm - Tuesday 22 March, 5am

Leeds City Rail Station and surrounding area

2.9 This scheme will see an investment of £39.5 million to significantly improve the station's main entrance and surrounding area. The area's appearance and visibility will be improved and a variety of access options provided, including

the installation of wider, safer steps outside the entrance of the station and two large passenger lifts. New Station Street will become a much improved and more pedestrian-friendly environment, with new cycle infrastructure to promote sustainable active travel. Construction will start in late summer of 2022.

- 2.10 Work is underway to create new bus stops in Boar Lane to move bus services away from the current facilities in New Station Street.

Other Connecting Leeds projects

- 2.11 In addition to the above schemes, the following projects have been or are nearing completion

- The colour coded Leeds Core Network navigation project
- 990 On street real time information screens
- Upgraded bus facilities at Bramley and Middleton Centre
- Active travel facilities at Lincoln Green

Leeds City Centre Cycle Improvements – Dewsbury Road

- 2.12 In early 2021, Leeds City Council and the West Yorkshire Combined Authority consulted on proposals for cycle improvements at five locations across the city centre, aimed at plugging missing links in the existing cycling network. Views are now being sought on proposals for the sixth, and final, location of the Leeds City Centre Cycle Improvements scheme, which is located on Dewsbury Road.

- 2.13 The Dewsbury Road extension will provide the final missing link in South Leeds, connecting Middleton, Beeston and Hunslet with the city centre. The key features include:

- A continuous three-metre-wide, two-way segregated cycle track
- A new wider pavement
- New side road crossings for people walking and cycling
- There are currently two traffic lanes on part of Dewsbury Road, which are underused, and proposals include removing one of these to make space for the cycle track.

- 2.14 Further information is available on the YourVoice engagement hub: www.yourvoice.westyorks-ca.gov.uk The consultation is open for contributions until Tuesday 15 March 2022.

3. Recommendations

- 3.1 That the information report be noted.

4. Background Documents

None.

5. Appendices

Appendix 1 – Leeds Current Project Activity

Leeds – Current project activity (March 2022)

Project	Scheme Description	Key Information
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 February 2022
Temple Green Park and Ride	Expansion of the existing Temple Green P&R site	Due to complete February 2022
A61S Corridor Improvements	A project to implement bus priority measure to the south of Leeds city centre.	Leeds to Stourton Complete Stourton to Wakefield to complete 2023
A61N Corridor Improvements	To improve bus prioritisation as well as walking and cycling measures along the A61 in Leeds	In development
A65 Signals Improvements	A project to upgrade the traffic signals to the northwest of Leeds city centre.	Due to complete 2022
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 March 2022
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	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 Spring 2022 Due to complete 2023

Project	Scheme Description	Key Information
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 2022. FBC due 2022. Dependent upon Terminal planning application.
LBIA access improvements	Improvements to access to LBIA	Consultation planned for post-Terminal planning application decision.
A6110 Leeds Outer Ring Road	Highway improvement scheme	In development, consultation completed in 2021, report due in early 2022.
Armley Gyratory	Part of Leeds City Centre package. increase the capacity on the Inner Ring Road and M621 orbital route by reconfiguring Armley Gyratory	FBC approved January 2022, to start on site Spring 2022 and complete December 2022.
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	FBC due to be submitted February 2022 and start on site Spring 2022
Leeds City Centre Cycle Improvements	Cycle infrastructure improvements, increasing connectivity within existing network in the city centre	Completed Nov/Dec 2021
Urban Traffic Management Control	Integration of five District Urban Traffic Control Centres to a single cloud system. Establishing a partnership approach to UTC across the 4 teams, and provision of a central control room.	Phase 1 is substantially complete, with Phase 2 getting underway Due to complete March 2022.

Project	Scheme Description	Key Information
ULEV Taxi Scheme	88 rapid chargers for electric vehicles across the whole of West Yorkshire	Completion March 2022
Safety, Accessibility, Environment Programme	Provision of security, safety and carbon saving improvement works to bus stations within the West Yorkshire	On site in 2022 – Leeds, Pudsey,
Leeds Station Sustainable Travel Gateway (Bishopgate)	Redevelopment of the main entrance to Leeds Rail Station to provide improved access and space for pedestrians, a new bike hub, new lifts and relocation of the Taxi rank. Plus additional cycle infrastructure on Neville St and Dark Neville St to connect into the station.	Project enabling works started on site (stats diversions and structural repairs). Works on Boar Lane to improve bus stops and accommodate displaced buses on site.

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