

## **LEEDS DISTRICT CONSULTATION SUB- COMMITTEE**

**MEETING TO BE HELD AT 5.00 PM ON MONDAY, 22 OCTOBER 2018  
IN COMMITTEE ROOM A, WELLINGTON HOUSE, LEEDS**

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

- 1. APOLOGIES FOR ABSENCE**
- 2. DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS**  
Transport Committee Members only.
- 3. EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE  
PRESS AND PUBLIC**
- 4. MINUTES OF THE LAST MEETING HELD ON 9 APRIL 2018**  
(Pages 1 - 4)
- 5. SPENDING PRIORITIES FOR TRANSPORT SERVICES**  
Presentation.
- 6. OPERATOR UPDATES**
- 7. INFORMATION REPORT**  
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- 8. OPEN FORUM**
- 9. DATE OF THE NEXT MEETING - 4 FEBRUARY 2019**

Signed:



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

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## MINUTES OF THE MEETING OF THE LEEDS DISTRICT CONSULTATION SUB-COMMITTEE HELD ON MONDAY 9 APRIL 2018 IN COMMITTEE ROOM A, WELLINGTON HOUSE, LEEDS

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### **Present:**

Councillor Michael Lyons (Chair)	Transport Committee
John Birkby	Public Representative
Linda Bishop	Public Representative
David Brady	Public Representative
Howard Dews	Public Representative
Kat Handy	Public Representative
Catherine Keighley	Public Representative
Clare Mason	Public Representative
Mark Parry	Public Representative
Judith Rhodes	Public Representative
Eric Smith	Public Representative
Brannoc Stevenson	Public Representative
Bill Tymms	Public Representative
Clive Woods	Public Representative

### **In attendance:**

Paul Foster	Leeds City Council
Simon Pope	WSP
Paul Flanagan	Arriva Yorkshire
Martin Hirst	First Group
Paul Moses	First Group
Will Pearson	First Group
Pete Myers	Northern
Graham Meiklejohn	TransPennine Express
Dave Pearson	West Yorkshire Combined Authority
Diane Groom	West Yorkshire Combined Authority
Khaled Berroum	West Yorkshire Combined Authority

### **1. Apologies for Absence**

Apologies for absence were received from Councillor Keith Wakefield, Councillor Christine Towler, Councillor Neil Buckley, Brittany Stead, Peter Dixon, and Mike Leighton.

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

None were declared.

### 3. Exempt information – possible exclusion of the press and public

There were no exclusions of the press and public at the meeting.

### 4. Minutes of the meeting held on 9 January 2018

**Resolved** - That the minutes of the last meeting be approved.

### 5. Connecting Leeds

The subcommittee was provided with a presentation outlining Leeds City Council's transport strategy for the city, which was welcomed by the subcommittee. The first consultation is ending in May 2018, with a second one planned for Summer 2018. Headlines from the presentation included:

- An aim to reduce car usage/presence in the city centre
- Satisfying increasing popularity of park and ride schemes, with a potential site in North Leeds
- Utilising an investment programme of nearly £500m encompassing works to improve bus, cycling and walking on key corridors, city centre gateways, new buses, rail station improvements and preliminary works to develop three new rail stations
- Reduce journey times and, by extension, traffic congestion
- Make transport modes more reliable and improving quality of buses
- Pursuing the possibility of bus lanes and other infrastructure and road improvements around junctions and roundabouts

This was followed by questions and a discussion covering the following:

- That bus operators, through the Combined Authority, are closely involved and are behind the strategy.
- Concerns were raised that the planned bus lane extension on Scott Hall Road would not be used enough and might be opposed by residents. It was stressed that the plans are in the early stages and decisions have yet to be made, pending analysis of effects on traffic and communities and the commercial viability of any park and ride services going through Scott Hall Road. Leeds City Council hope to capture these concerns in the consultation.
- The Council was urged to coordinate strategy and plans with Highways to ensure that efforts are not duplicated and plans do not contradict each other.
- Analysis should be done on how population increases and demographic trends effect particular services and transport modes in the long term, before building permanent infrastructure like bus lanes to suit immediate needs. The Council accepted this point and has ensured that transport is included in Local Plans and connected to housing strategy and that any infrastructure being built has a potential dual purpose e.g. bus lanes having the potential to be converted for use in a newer mass transit system in the future.

**Resolved:** That the presentation on Connecting Leeds be noted and the subcommittee's feedback be noted.

## 6. Tracker Survey

The subcommittee was provided with a presentation outlining the findings of the annual West Yorkshire Tracker Survey, followed by questions and a discussion covering the following:

- That some people cannot afford to use smartphones and other digital services and therefore printed material should not be discontinued. In some cases the information on digital and printed do not match. In other cases, it is taking weeks to update bus stop displays after changes to services.
- The subcommittee heard that the bus stop displays are updated together at a set time and the delays were due to a new style of display being rolled out.
- If there are plans to move to a more digital based platform, maintenance should be a priority, 24/7 – particularly on weekends – to ensure websites and apps are always functional.

**Resolved:** That the Tracker Survey and the subcommittee's feedback be noted.

## 7. Operator updates

Northern updated the subcommittee on rail service changes affecting the Leeds area due to the new timetable update scheduled for May 2018. Due to an unfortunate delay in the electrification of rail near Bolton, certain electric train reallocations which the new timetable relied upon could not be made and the timetable had to be redone. It was emphasised that no previous enhancement plans have been cancelled, only delayed until the new lines and trains are in operation – expected in Summer/Autumn 2018. The additions of the Leeds-Harrogate quarterly service and the new York-Leeds-via-Micklefield fast service have been postponed. Network Rail must first approve the timetable before they are printed. The new changes will be distributed to the subcommittee after the meeting.

First reported the following updates, which were followed by discussion and questions:

- First are on board with and support Connecting Leeds, sending staff to the consultations.
- Improved punctuality since January 2018 – after some difficult timetable decisions.
- Still working on improving punctuality on certain 'problem' routes.
- New ultra-low emission buses expected in June on the park and ride.
- £7.5m spent on new buses with a target spend of £71m on improvements to the fleet. The first phase of new buses are operating on Headingley services.
- Introduced audio-visual on buses, and seeking feedback from passengers to improve further.
- A new target to double patronage within 10 years has been adopted.
- A recruitment drive for staff is ongoing and 40% of existing staff are undergoing new training programmes.

- New customer service hub being established in Leeds.
- A target of 80% cashless travel within 5 years has been set to reduce journey times extended by cash transactions. Mobile payment and MCard are preferred.
- First will investigate some issues about the real time displays not featuring a minute countdown on the newer buses.
- 33A's punctuality issues – which is affecting patronage – is being reviewed and is in line for a timetable change in May 2018.
- Ticket products being reviewed to ensure anomalies such as under 18 mobile fares being the same as paper ticket fares.

**Resolved:** That the operator updates be noted and subcommittee's feedback be noted.

## **8. Information Report**

An information report was presented updating the sub-committee on matters relating to the Leeds district.

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

## **9. Open Forum – Questions and suggestions**

The Clean Air Zone consultation will probably begin in June 2018.

Suggestions and comments included:

- More effort needs to be taken to gather data on the current transport usage landscape by district, within West Yorkshire. Targets of increasing patronage cannot be effectively met if accurate current numbers are not known at district level. It was noted that district specific data is difficult to gather due to the cross-district nature of transport use.
- Transport for the North's (TfN) Strategic Transport Plan is too rail focused without enough focus on buses. It was noted that TfN's mandate is to focus on regional transport networks between cities and regions, though buses would be part of the multi-modal smart ticketing system being developed by TfN.
- The Subcommittee asked if the new Real Time Display designs can be shared with members and if they could suggest the best places to put them. Real time displays will be prioritised on high frequency routes.

## **10. Provisional date of the next meeting – 22 October 2018**



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

**Date:** 22 October 2018

**Subject:** Information Report

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

**Author(s):** Dave Pearson

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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.

## 2. Information

### Department for Transport Inclusive Transport Strategy

2.1 The Department for Transport (DfT) has published its Inclusive Transport Strategy (ITS), which aims to improve accessibility for disabled people across the UK's transport network. The strategy aims to make travel fully accessible and inclusive for disabled passengers by 2030. The strategy covers all modes of transport and has five main themes which encompass a wide range of measures to support people with disabilities:

- Staff training
- Awareness and enforcement of passenger rights
- Improving information
- Improving physical infrastructure
- The future of inclusive transport

2.2 The strategy includes investment in rail accessibility infrastructure, commitments to produce league tables which highlight operators that are delivering the best service for disabled people, and funding for Changing Places accessible toilets at motorway service stations.

2.3 Further details are available at:  
[www.gov.uk/government/publications/inclusive-transport-strategy](http://www.gov.uk/government/publications/inclusive-transport-strategy)

### Changes to Blue Badge Eligibility

- 2.4 The Department for Transport (DfT) has announced an extension of Blue Badge eligibility criteria from early 2019. The new criteria will extend eligibility to people who cannot undertake a journey “without there being a risk of serious harm to their health or safety or that of any other person (such as young children with autism)”. They will also include those who cannot do so without it causing them “very considerable psychological distress and those who have very considerable difficulty when walking”
- 2.5 The Department for Transport is working with stakeholders to develop new guidance to help them administer their Blue Badge schemes when these changes come into force.

### Audio Visual Information

- 2.6 The Department for Transport (DfT) recently sought views on ways to improve information for bus passengers through the Bus Services Act 2017 and Accessible Information Regulations. DfT proposes to introduce regulations requiring bus operators to provide audible and visual information on local bus services to help passengers identify the route and direction of services, each upcoming stop and points at which diversions start or end. They intend to specify when this information must be made available (i.e. at what point of the journey) and to what standard, allowing operators to select equipment or process that works for them. The consultation accepted that a smartphone only based solution was not acceptable.
- 2.7 The Combined Authority responded to consultation questions, providing a number of points for their consideration. This included a requirement to make sure that information is accessible to wheelchair users who are facing backwards when travelling on the bus and those who have hearing loops.
- 2.8 The DfT envisages the regulations commencing on 6 April 2019, though the compliance dates will be staggered depending on vehicle age and size of bus operator.
- 2.9 Further information is available at [www.gov.uk/government/consultations/bus-services-act-2017-accessible-information](http://www.gov.uk/government/consultations/bus-services-act-2017-accessible-information)

### Open Data

- 2.10 The DfT recently sought views on ways to improve information for bus passengers through the Bus Services Act 2017 and open data legislation. The DfT are proposing to make Regulations requiring the provision of digital Open Data by all operators of local bus services across England (outside London). The aim is to make it easier for bus passengers to plan their journeys through access to routes and timetables data, fares and tickets data, and real time information.



- 2.11 It is proposed that transport operators will provide the data, it is imperative that high quality and reliable data is provided and kept up to date to make sure customers can make informed and reliable journey decisions.
- 2.12 Further details are available at [www.gov.uk/government/consultations/bus-services-act-2017-bus-open-data](http://www.gov.uk/government/consultations/bus-services-act-2017-bus-open-data)
- 2.13 The Combined Authority responded to the consultation and provided a number of points for consideration.

#### Clean Bus Technology Fund

- 2.14 The Combined Authority and Leeds City Council successfully obtained a combined £4.2 million of Department for Environment Food and Rural Affairs (DEFRA) grant funding under its Clean Bus Technology Fund (CBTF) to enable the fitting of emission control equipment to 255 buses (approximately a quarter of the West Yorkshire bus fleet). A Combined Authority competition to distribute the grant to operators identified greater demand to improve bus emissions than grant available and the CBTF grant has now been bolstered through £850,000 of grant from the Leeds Public Transport Investment Programme to extend retrofitting to a total of 300 vehicles. The Combined Authority is delivering the project on behalf of Leeds Council and is currently allocating the grant funding to bus operators. Vehicle conversions will commence
- 2.15 Through improving mid-life buses to the latest Euro VI engine emission standard, the project is forecast to create an annual Nitrogen Oxides emission saving of 358 tonnes and reduced air quality related health costs of £9 million. Whilst 300 buses will be improved in total, many of them will operate across district boundaries, the approximate number of converted buses operating in each District is expected to be as follows;
- Bradford – 79 vehicles;
  - Calderdale – 39 vehicles;
  - Kirklees – 66 vehicles;
  - Leeds – 219 vehicles
  - Wakefield – 26 vehicles.

#### Transforming Cities Fund

- 2.16 The Combined Authority has secured further investment to improve transport, with confirmation it will receive a share of the £840m Transforming Cities Fund. The Department for Transport has announced the Combined Authority's bid to the Fund, on behalf of the Leeds City Region, has passed the first stage and money will now be made available to develop more detailed proposals.
- 2.17 The Combined Authority's submission set out plans to improve public transport along four key routes in the Leeds City Region and to upgrade connections to eight rail stations.

- 2.18 The amount of funding the Combined Authority is to receive has yet to be decided.

Performance of Northern / TransPennine Express rail services

- 2.19 The rail industry uses the Public Performance Measure (PPM) which combines figures for punctuality and reliability into a single performance figure. For TransPennine Express (TPE) it covers services arriving at their destination within 10 minutes of their planned arrival time and for Northern within 5 minutes of their planned arrival time. Rail performance in the North has deteriorated following the introduction of the May 2018 timetable. The following summarises performance over the period April to September:
- Northern averaged 81% PPM in the whole region compared to 91.5% in the previous year. Whilst there has been a small improvement since the end of July when , performance is still well average. Northern services in West and North Yorkshire over the same period averaged 87% PPM compared to 95.7% in the previous year. Since the new timetable an average of 2.6% of trains have been cancelled and 5% of trains have operated in our region with fewer carriages than planned. Whilst overall this performance is better than the average across the north, this masks the fact that some routes such as Calder Valley have experienced a high level of delay and cancellation whereas other routes less so.
  - TransPennine Express (TPE) averaged 73% PPM on its North route (via York, Leeds and Huddersfield) compared to 91% in the previous year. Since the new timetable an average of 16% of trains have been cancelled. Performance in August/ early September showed some signs of improvement following actions taken by Network Rail with regard to signalling and train regulation at Leeds, Manchester on East Coast mainline. However performance is still well below average
- 2.20 Autumn will bring further risks to rail performance due to the effect of leaf-fall on rail conditions. Train Operators and Network Rail have given assurances that the necessary planning and resources are in place however weather conditions create a variability in this regard. The ongoing industrial action at Northern is currently reducing the level of service operated on Saturdays.

Compensation for Rail Passengers

- 2.21 Northern and TransPennine Express are operating a special compensation scheme for season ticket holders on routes which were badly affected by performance immediately before and in the weeks after the timetable change in May. This provides for between one and four weeks' value of travel, paid in cash, depending on the route. Eligibility for compensation scheme was subsequently extended to regular travellers (defined as those who travelled 3 or more days a week, but not on season tickets). The special compensation scheme is prescribed by the Department for Transport and administered by the respective Train Operating Companies.
- 2.22 The Department for Transport has also announced an enhanced Delay Repay scheme for all Northern passengers. From December, passengers whose journeys are disrupted by 15-29 minutes will also be able to claim

compensation under the Northern Delay Repay scheme – currently only those delayed by 30 minutes or more can claim (Delay Repay does not apply to passengers delayed due to inability to board an overcrowded train). The Department has also clarified that multi modal tickets such as M Card are now eligible for Delay Repay. Previously the train operators considered multi modal tickets to be outside the scheme.

#### Rail Industry Reviews Following the Timetable Crisis

- 2.23 A review of the devolved arrangements for managing the Northern and TransPennine franchises has been commissioned and is being led by Councillor Judith Blake and Rail Minister Jo Johnson. This will seek to place the passenger at the heart of decision making and will look at how the devolved franchise management arrangements can be strengthened to prevent a repeat of the difficulties experienced by passengers since the timetables changed in May. The review is now underway and the Combined Authority's comments have been submitted to it. The Review is expected to report its findings in December 2018. The Office of Rail and Road (ORR) is also looking at the national circumstances which gave rise to these problems and has submitted initial findings. The Secretary of State has announced a major review of the UK rail industry in the light of the failure of several franchises and the problems emerging nationally from the timetable changes.

#### Leeds Station Masterplan

- 2.24 The Combined Authority is working with partners to bring forward the Leeds Integrated Station Masterplan. The masterplan aims to redevelop Leeds station and the adjacent environment by creating a world class gateway for the City Region which integrates High Speed Rail (HS2), Northern Powerhouse Rail (NPR) and classic rail services. This will be catalyst in accelerating the regeneration of the adjacent South Bank Leeds area, one of Europe's largest regeneration initiatives and also cater for a doubling in the number of passengers using the station.
- 2.25 Work is now underway to develop a strategic outline business case for the masterplan and it is envisaged that this will be completed by the end of the year.

#### Trans-Pennine Route Upgrade

- 2.26 The Trans-Pennine Route Upgrade (TRU) programme is concerned with the modernisation of the York/Selby – Leeds – Huddersfield – Manchester railway line.
- 2.27 Over the summer, the Combined Authority has worked with partners to refine the West Yorkshire viewpoint on what the priority outcomes should be for West Yorkshire from the TRU programme. This work was based on evidence of current and forecast population, residency, employment, travel and land development trends, as well as on transport-planning evidence including standard rail-industry market analysis and forecasting techniques.

- 2.28 It is understood that the Department for Transport will announce its intentions as regards TRU by the end of this year.

Platform Extensions Programme

- 2.29 Network Rail is committed to extending platforms at numerous locations around West Yorkshire in parallel with the franchise commitments from Northern and TransPennine Express to extend trains.
- 2.30 The work is phased according to when the extended platforms are expected to be required. Extensions at Marsden and Slaithwaite were completed earlier in the year to coincide with the commencement of TransPennine Express services at these stations.
- 2.31 Platform extensions are due to be complete by December 2018 at the stations in the table below. In most cases works have now commenced on site or are already complete.

Brighouse	Cottingley	Deighton
Hebden Bridge	Mirfield	Morley
Mytholmroyd	Ravensthorpe	Sowerby Bridge
Todmorden	Walsden	

- 2.32 Platform extensions are planned for early in 2019 at the stations in the table below.

Castleford	Featherstone	Knottingley
Normanton	Pontefract Monkhill	Pontefract Tanshelf
Streethouse	Woodsford	

- 2.33 The stations on the Penistone Line in the table below are programmed for platform extensions before the end on 2019.

Berry Brow	Brockholes	Honley
Lockwood	Shepley	

- 2.34 Platform extensions on the Trans-Pennine route are being constructed as temporary structures pending confirmation of the scope of the TransPennine Route Upgrade (TRU) project. If TRU does not result in the alteration of these stations, then the platform extensions will be upgraded to a permanent fixture.

New Rail Stations

- 2.35 Initial plans for the proposed new rail stations at White Rose and Thorpe Park were shared on The Combined Authority’s new online engagement hub, yourvoice, and at public drop in sessions over the summer.
- 2.36 Over 1800 survey responses were submitted and 64% of respondents were happy or very happy with the proposed station at Thorpe Park and 71% of

respondents were happy or very happy with the proposed station at White Rose. The Combined Authority will analyse the received responses and refine the schemes as appropriate.

- 2.37 There will be separate engagement for the proposed parkway station at Leeds Bradford Airport (LBA) early next year.
- 2.38 The Combined Authority is making good progress on the outline design for the proposed stations at White Rose, Thorpe Park and LBA and it is envisaged that the Outline Business Cases for all sites will be completed by Spring 2019.
- 2.39 Further engagement will take place as plans progress.

#### Yourvoice: Digital Engagement Hub

- 2.40 The Combined Authority launched a digital engagement hub for consultation and engagement activities in June 2018: [www.yourvoice.westyorks-ca.gov.uk](http://www.yourvoice.westyorks-ca.gov.uk).
- 2.41 The interactive hub will be used for consultation and engagement activity, as well as providing details about the outcome of consultation / engagement exercises and how feedback from respondents has influenced decision making. There is also the ability for people to register to be kept informed about upcoming consultation / engagement exercises.
- 2.42 The hub will not remove the need for face-to-face or paper based responses but it does provide an additional, and for many people, easier way to have their say.
- 2.43 Since launching the hub in June, the majority of the engagements have been transport related and many of them have been carried out in partnership with District Councils. Details of yourvoice engagement activities to date and those planned for the next six months or so are listed below:
  - White Rose Rail station engagement July / August 2018 – feedback is currently being analysed
  - Thorpe Park Rail Station engagement July / August 2018 - feedback is currently being analysed

#### Local Public Transport Investment Programme - Connecting Leeds

- 2.44 'Connecting Leeds' is the name of the transport strategy which aims to transform travel in Leeds for people who live, work in and visit the city. After high levels of public consultation in June – August 2018, the next step is for Connecting Leeds to begin initiating small scale early improvements.
- 2.45 From 17 September to 20 October consultation took place on the following areas: Harrogate Road (A61N) between [Alwoodley Lane and the Outer Ring Road \(A6120\)](#) linking with the East Leeds Orbital Road (ELOR); Harrogate Road (A61N) between [Moortown Corner and Street Lane](#); [Holt Lane \(A660\)](#) and [Easterly Road \(A58\)](#). In November, further consultation will take place on the A647 Leeds to Bradford Road.

- 2.46 The first two phases of consultation and engagement on the Connecting Leeds proposals resulted in more than 15,000 responses being received.
- 2.47 Together the two phases asked for views on options on improvements to five key road and bus routes in the city, as well as proposed new rail stations at Thorpe Park and White Rose, along with enhanced park and ride facilities and city centre transport infrastructure upgrades.
- 2.48 Consultation and engagement for Connecting Leeds can be found at <https://leedstransport.commonplace.is>
- Stourton Park and Ride
- 2.49 A planning application has been submitted for an 1100 space car park at Stourton for the proposed Stourton park and ride scheme.
- Elland Road and Temple Green Park and Ride Schemes
- 2.50 The Park and Ride services continue to perform well with very high levels of customer satisfaction. Elland Road passenger numbers are one third up on last year with fairly consistently above 1000 cars per day on weekdays. Temple Green is showing over 70% growth year on year and is usually above 700 cars per day weekdays.
- 2.51 The park and ride services were extended until 11pm on the Light night festival. Passenger numbers for these events were encouraging.
- Park and Ride Satisfaction Survey
- 2.52 A Park & Ride customer satisfaction survey was carried out in July 2018 and received over 800 responses.
- 2.53 Over 97% of the customers surveyed said they would recommend park and ride to others with high scores (4.7-4.9 out of 5) for the bus services themselves as well as the friendliness/helpfulness of staff and drivers, the waiting area, the parking facilities and the ticket machines.
- 2.54 94% of users say Park & Ride has had a positive impact on their commute to work.
- 2.55 More than 65% of Leeds Park & Ride users previously travelled to and from work by car and as 8000 and 9000 cars park at Elland Road & Temple Green each week it is replacing thousands of car journeys on busy city roads reducing the economic costs of congestion as well as a positive environmental impact.
- 2.56 The top 5 reasons cited for using Park & Ride were: Cheaper than parking, Less Stressful, More Convenient, Quicker Journey and Flexible Payment.

### Future of Bus 18

- 2.57 Bus 18 was planned to be a short term initiative to enable early progress in delivering the Bus Strategy in the period to 2018. This approach has had benefits in being action focussed, and discussions are now taking place with District Authorities, Transport Committee Members and bus operators to establish a further initiative and work programme over a three year timescale until the end of 2021.
- 2.58 At the time of setting up Bus 18, the formal provisions in the Bus Services Act formalising relationships between Local Transport Authorities and bus operators were not clear. It is intended to develop the successor arrangements to Bus 18 as a formal voluntary partnership.

### MyDay Tickets

- 2.59 My Day, a new all-day, “go anywhere” bus ticket for West Yorkshire’s young people was launched on 9 July. The My Day ticket is available at an introductory price of £2.60 until 31 December.
- 2.60 MyDay has been used by thousands of young people to travel throughout West Yorkshire. Over 25,000 were sold over the summer and bus companies recorded a 25% increase on multi-operator child bus ticket sales over the previous August.
- 2.61 MCard and Bus18, which includes West Yorkshire Combined Authority and major bus operators Arriva, First and Transdev, worked with the Leeds Youth Council and other young people’s groups to develop and promote MyDay

### Real Time Displays

- 2.62 The final stage of testing is taking place on the new four line LED screens, which will be replacing the existing blue monitor screens at 750 shelters throughout West Yorkshire. The new screens offer a clearer display and the capacity to show more services and real time information than on current screens. Installation will commence in late 2018 into 2019.

### Bus Service Changes – Thorpe Park

- 2.63 The new retail development at Thorpe Park opens in October and First introduced new service X26 from 14<sup>th</sup> October, and will introduce service X27 from 9<sup>th</sup> December:
- X26 Leeds Infirmary Street – Crossgates – Thorpe Park via Ring Road Halton/ Selby Road (south of site) operating every 15 minutes#
  - X27 Leeds Infirmary Street – Crossgates – Thorpe Park via Manston Lane (north of site) introduced from 9 December to provide a combined 10 minute service between Leeds and Thorpe Park.

### Christmas Bus and Rail Services

- 2.64 Bus Operators will adopt the usual operational pattern over the Christmas period.
- 2.65 Train services over the Christmas and New Year period will generally operate a largely normal service, with no services on Christmas Day or Boxing Day.
- 2.66 Full details will be provided at [wymetro.com](http://wymetro.com) when they are available.

<b>Date</b>	<b>Bus Service Pattern</b>	<b>Rail Service Pattern</b>
Christmas Eve	Gradual reduction of services from 6pm, with no services after 8pm	Normal service during the day, winding down in the evening
Christmas Day	No service	No service
Boxing Day	Boxing Day services (see below)	No service
27th & 28 <sup>th</sup> December	Saturday service	Normal service
29 <sup>th</sup> December	Normal Saturday service	Normal Sunday service
30 <sup>th</sup> December	Normal Sunday service	Normal Sunday service
New Year's Eve	Gradual reduction of services from 6pm, with no services after 8pm	Normal service during the day, winding down in the evening
New Year's Day	No service except limited 757 service	Some early cancellations, normal service from 9am
Tuesday 2nd January	Normal services resume	Normal services resume

### Boxing Day Bus Services

- 2.67 On Boxing Day, the Combined Authority is supporting a network of services throughout West Yorkshire. Services will operate approximately every half-hour between 0900 and 1800 on main routes in West Yorkshire. Further details will be available at [www.wymetro.com](http://www.wymetro.com)
- 2.68 Normal operator fares will apply, MCard and ENCTS passes are all valid.

### City Connect

- 2.69 Construction continues on the Leeds City Centre works being delivered as part of the CityConnect phase 2 programme, these works are planned to be completed by summer 2019, details of the works and construction programme are available on the CityConnect website here (<https://cyclecityconnect.co.uk/projects/leeds-city-centre-improvements/>)



- 2.70 A series of enhancement works to the cycle superhighways CS1 (Leeds-Bradford) and CS2 (Leeds-Seacroft) are now complete and monitoring of use of these completed routes continues.
- 2.71 A further proposed extension to the CityConnect programme includes additional proposed cycle route improvements in Leeds City Centre, Elland Road and Dewsbury Road. These projects are in development and delivery is expected by 2021.
- 2.72 The CityConnect Communications and Engagement team are currently delivering a programme of supporting activity and initiatives, targeting schools, businesses, commuters and communities across West Yorkshire, as well a programme of free adult cycle training targeting people who want to access work and training as well as a health referral scheme. Since the start of the programme over 17,500 beneficiaries have been engaged in the project.
- 2.73 Through the business engagement scheme, 198 businesses in West Yorkshire have benefitted from free consultancy advice on how to be more bike friendly as well as having access to up to £5k of grant funding to improve facilities. On average, businesses that have been through the process have seen a 25% increase in their employees cycling to work.
- 2.74 In Leeds, 109 businesses are engaged with the project, receiving grants to fund facilities such as improved bike parking, pool bikes, e-bike schemes and bike maintenance, as well improved changing and shower facilities. The team are currently working with businesses within the Merrion Centre, Victoria Gate and John Lewis as well as Leeds City College, who have had 7 Sites accredited as Gold standard.

### **3. Recommendations**

- 3.1 That the information report be noted.

### **4. Background Documents**

None.

### **5. Appendices**

None.

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