

**Report to:** Transport Committee

**Date:** 6 September 2019

**Subject:** **Connecting Leeds Progress Report**

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Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	

## 1. Purpose of this report

- 1.1 To provide a progress report on the delivery of the Leeds Public Transport Investment Programme (Connecting Leeds).
- 1.2 The Programme aims to increase use of public transport in a manner which contributes to carbon reduction by encouraging modal shift away from the private car and supports inclusive growth by making it easier to access education, employment and public services.

## 2. Information

- 2.1 Buses are the most used form of public transport in Leeds. Around 15% of journeys to work in Leeds are made by bus (compared with less than 5% by train). That means buses provide a vital link to jobs, education, training, shopping and health services.
- 2.2 Improving the bus network is an important part of the transport strategy, over the next ten years the aim is to double the number of trips being made by bus. Better buses and a better bus network will help connect neighbourhoods and

make the city centre more easily accessible for everyone. More people travelling by bus helps reduce traffic congestion and air pollution.

- 2.3 The Leeds Public Transport Improvement Programme will provide a £60 million investment in bus infrastructure. The Programme includes bus priority measures on the A647, A660, A61N, A58 and the A61S, improvements at City Centre interchanges including The Headrow, Corn Exchange, Infirmary Street and Leeds Bus Station together with an expansion of Park & Ride capacity at Elland Road and Temple Green Park with new Park and Ride facilities at Stourton and Alwoodley.
- 2.4 The package will also fund improvements to rail infrastructure and to progress the development work to provide three new rail stations.
- 2.5 To improve customer access and knowledge of the bus network, this programme will improve waiting environments at Bramley Bus Interchange, Compton Road and Middleton. Access improvements for walking and cycling are also going to be made to Rothwell, Lincoln Green and within Pudsey. The programme will also improve the tools provided to the customer to help navigation of the network.
- 2.6 The remainder of this paper provides an update on the delivery of the programme. All consultations and engagements are available on either <https://leedstransport.commonplace.is/> or <https://www.yourvoice.westyorks-ca.gov.uk/>

#### Stourton Park and Ride and the A61 South Highway Improvements

- 2.7 Stourton Park and Ride will deliver 1200 spaces and be served by an all-electric dedicated bus service at least every 10 minutes into Leeds City Centre. This is supported by a package of bus priority measures on the A61 which will benefit all bus services on this corridor
- 2.8 Construction of Stourton Park and Ride and the bus priority measures on the A61 is due to commence in late August 2019, the Park and Ride is expected to open in January 2021. The Programme Team are continuing to work closely with local residents.

#### Elland Road and Temple Green Park and Ride Extensions

- 2.9 Elland Road Park and Ride opened in 2014 and provided 420 spaces. This was expanded in 2016 to provide 800 spaces. Construction work has started on a further extension to provide a further 500 spaces. This is due for completion in late summer of 2020.
- 2.10 Temple Green Park and Ride was first opened in 2017 and provides 1000 spaces. Consultation is underway to expand the Park and Ride to provide at least a further 300 spaces.

### Alwoodley Park and Ride and A61 North Highway Improvements

- 2.11 Alwoodley Park and Ride will deliver 500 spaces in North Leeds. Consultation is expected to take place on this Park and Ride in September 2019.
- 2.12 The Park and Ride will be supported by a package of bus priority measures on the A61 North. Following a number of consultations, detailed design is underway on the package of measures. The improvements are expected to be delivered through 2020.

### A647 Highway Improvements Package

- 2.13 A package of improvements on the A647 from Bradford through to Leeds is expected to reduce bus journey times and make the environment better for pedestrians. It is expected that construction will begin in February 2020.

### Leeds City Centre Gateways

- 2.14 A key component of the Leeds Public Transport Improvement Programme is to transform the key gateways in the City Centre to improve the bus, pedestrian and cycle environment. Construction of The Headrow gateway commenced in August 2019 and is expected to complete later in 2020.
- 2.15 A communications strategy has been developed to manage the impact on bus passengers travelling through and interchanging in the City Centre.
- 2.16 In addition to The Headrow, the Corn Exchange and York Street will also be improved to transform the waiting environment for bus passengers and pedestrians. Consultation on the plans for the Corn Exchange and York Street will take place in October 2019.

### Leeds Bus Station

- 2.17 Leeds Bus Station is a key gateway into the City Centre. As part of the Leeds Public Transport Improvement Programme proposals are being developed to improve the customer experience in the Bus Station. The proposals consider improvements to the retail offer, waiting environment, entrances to the bus station and overall pedestrian movements. Consultation on the proposals is expected to take place alongside the Corn Exchange and York Street proposals in October 2019.

### Presentation of the Core Bus Network to Customers

- 2.18 Feedback obtained through the consultation undertaken as part of the development of the Bus Strategy and Leeds Transport Conversation highlighted that the bus network across West Yorkshire is difficult to navigate for infrequent bus users. Targets have been set to increase bus usage, it is therefore crucial to make the system easier to understand and use for people who don't habitually take the bus.

- 2.19 To aid simplicity of presentation, the system will be based around a map which identifies each corridor with a colour and a symbol these will highlight the key destinations on that corridor such as hospitals and universities. It is proposed to integrate the maps with the on-street furniture and the buses to support navigation.
- 2.20 Transport Committee approved the principles of the presentation of the Core Bus Network on the 5<sup>th</sup> July.

#### Transport Hubs and Public Transport Access Schemes

- 2.21 The Transport Hubs and Public Transport Access Schemes will improve access to the core bus corridors and interchange with bus in 6 locations across the City. Proposals to improve the waiting environment and operation of the buses at Bramley, Compton Road and Middleton have been developed.
- 2.22 In addition, improvements to the walking and cycling links to the public transport network are proposed in Rothwell, Robinhood, Pudsey and Lincoln Green.
- 2.23 Public consultation on these schemes is expected to take place in the autumn of 2019.

#### Expanding the Real Time Offer

- 2.24 490 new real screens have been installed across Leeds District funded by the Programme. This will be supplemented by a further 500 battery powered real time screens. These will be installed where access to power and communications is limited but where there is high passenger numbers. This expanded real time offer will substantially improve opportunities for customers to navigate the bus network.

#### Development of Three New Rail Stations

- 2.25 The Leeds Public Transport Improvement Programme had committed to develop proposals for three new rail stations. Initial consultation has taken place on the development of White Rose, Thorpe Park and Leeds Bradford Airport. Work is progressing towards Outline Business Cases. Also the programme is funding for accessibility improvements to Cross Gates, Morley and Horsforth to make them accessible. The programme has assumed that proposed works at Morley station will now form part of the Trans-Pennine Route Upgrade. Design work for Cross Gates and Horsforth continues but it remains uncertain as to whether these can be completed within the DfT's deadline to spend LPTIP funds by April 2021.
- 2.26 Funding has also been allocated to explore opportunities to substantially increase the parking capacity at New Pudsey rail station. Options to deliver these improvements are currently being considered with the aim of an outline business case submission by March 2020.

### **3 Financial Implications**

- 3.1 There are no financial implications directly arising from this progress report. The Connecting Leeds programme is funded by a £173.5 million grant from DfT (for which the Combined Authority is the accountable body) plus £8.8 million contribution from Leeds City Council and “in kind” contributions in the form of new buses.

### **4 Legal Implications**

- 4.1 There are no legal implications directly arising from this report.

### **5 Staffing Implications**

- 5.1 There are no staffing implications directly arising from this report.

### **6 External Consultees**

- 6.1 No external consultations have been undertaken to directly produce this report.

### **7 Recommendations**

- 7.1 That the Committee notes the updates provided in this report.

### **8 Background Documents**

- 8.1 None.

### **9 Appendices**

- 9.1 None.