

Report to: Transport Committee

Date: 10 January 2020

Subject: **Leeds City Region Transport Update**

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Author(s): Various

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 the Transport Committee with an update on current issues.

2. Information

Bus Network Navigation

2.1 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.

2.2 Identifying bus services with the destinations they serve is a key element of this and a project is underway to provide a colour coded, map-based wayfinding system which would be both available through digital and print media and visible on-street.

2.3 This project has been initially developed as part of the Connecting Leeds programme but will create a format which, subject to Transforming Cities

funding, will be extended throughout West Yorkshire deliverable through the West Yorkshire Bus Alliance.

2.4 The aim of the network visualisation project is to:

- Present existing and potential bus users with a unified, accessible and easy to navigate network of the core bus services
- Promote usage of this bus network and contribute to the target of doubling bus patronage in Leeds and increasing by 25% over the region
- Ensure the destinations served by high frequency bus services are easily identify able to users and potential users through visual differentiation from other bus services

2.5 Transport Committee were engaged in July and endorsed the principles of the Project. Further engagement will be undertaken in March 2020 and roll out will begin in Leeds over the Summer.

Rail Connectivity Vision

2.6 It was reported to the Committee's November 2019 meeting that the Combined Authority, working with TfN and advisors, and supported by Network Rail and DfT, is developing an evidence-led 'Rail Connectivity Vision' to establish a shared vision for the region's national, regional and local rail connectivity needs.

2.7 This will form a major part of the Combined Authority's forthcoming Rail Strategy and will play an important role in the development of the Connectivity Strategy.

2.8 Part of the work is to determine whether or not the proposed touchpoint between the HS2 and classic rail networks south of Leeds at Stourton – not part of the current design scope for the HS2 Phase 2b Hybrid Bill – is required to deliver the Vision. An update paper to TfN Board in January 2020 is planned. This is likely to include the need for HS2 and Network Rail to undertake feasibility work into alternative solutions to the Stourton touchpoint that could potentially deliver more benefits to the wider city region. A verbal update will be provided at the meeting.

2.9 Dialogue with West, North and South Yorkshire partner officers, Cllrs Blake, Hinchcliffe and Groves as well as the Chamber of Commerce has taken place thus far. Consultation with Members on development of the wider Rail Strategy will take place over coming months, to engage in the strategic choices about the type of rail future they want for the region.

3. Clean Growth Implications

3.1 The report identifies the work currently ongoing to develop the bus network in West Yorkshire. Improving the bus offer to customers will increase bus patronage, encouraging modal shift to public transport.

3.2 The Rail Connectivity Vision is the first stage of developing a revised rail strategy for West Yorkshire with the objective of maximising opportunities for travel by an inherently most sustainable mode.

4. Financial Implications

4.1 There are no financial implications directly arising from directly from this report. Bus network navigation is funded through the Leeds Public Transport Investment Programme.

5. Legal Implications

5.1 There are no legal implications directly arising from this report.

6. Staffing Implications

6.1 There are no staffing implications directly arising from this report.

7. External Consultees

7.1 None

8. Recommendations

8.1 That the Committee notes the updates provided in this report.

9. Background Documents

9.1 None

10. Appendices

10.1 None