

Report to: Transport Committee

Date: 2 July 2021

Subject: **Leeds Public Transport Investment Programme Update**

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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:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input type="checkbox"/> No

1. Purpose of this report

- 1.1 This report provides Transport Committee members with an update on the delivery of schemes under the Leeds Public Transport Investment Programme (LPTIP) and the improvements it is providing to the facilities and services of which the Committee has oversight.

2. Information

- 2.1 The Leeds Public Transport Investment Programme (LPTIP) commenced in 2017. This is a £183.4 million programme using devolved Department for Transport funding supplemented with contributions from Leeds City Council and the Combined Authority. The £183.4 million of investment is being monitored through the Combined Authority's assurance process. A further £86.76 million has been leveraged as match funding from bus operating companies' investment in fleet, as well as £8.77 million from Section 106, European Regional Development Fund (ERDF) and Leeds City Council's Capital Programme

2.2 The Combined Authority is the accountable body for the programme and Investment Committee has overseen the programme management and funding approvals. The programme is jointly managed and delivered with Leeds City Council and is split into three separate packages plus an overall programme management element:

- Bus infrastructure package – delivered by Leeds City Council
- Bus delivery package - delivered by the Combined Authority.
- Rail package – jointly delivered by both authorities.

2.3 A summary of the schemes within the Programme is set out in Appendix 1 together with the expected completion dates. This report provides Transport Committee members with an update on the delivery of schemes within the programme, the capabilities they are providing to support the Combined Authority's wider strategies and the provision and upgrading of infrastructure which is managed by the CA.

2.4 The Programme is providing the following facilities and capabilities which fall within the remit of Transport Committee.

Network Navigation

2.5 The Network Navigation project aims to make it easier to plan and take bus journeys across Leeds by creating a “tube style” user-friendly and accessible set of maps and new colour coded bus stop flags, shelters and other on-street infrastructure that present the core bus network (where buses run every 15 minutes or more frequently). Each corridor has a name (for example the St James's Line). A launch campaign will commence in the coming months.

2.6 A project in the Transforming Cities Fund will extend this approach over the remainder of core bus services in West Yorkshire.

East Leeds Flexibus

2.7 The East Leeds Demand Responsive Travel project is a trial of a digitally enabled Demand Responsive Transport “Flexibus” service in East Leeds. An order for seven electric buses has been placed and are now in production to be ready for the launch of the service in September. This will be a trial service with similar services planned across West Yorkshire.

2.8 The Flexibus will serve an area which includes Cross Green, Richmond Hill, Temple Green/ Pontefract Lane, Halton Moor, Halton, Cross Gates and Seacroft. It will enable travel within the area and to points outside such as St James's Hospital. The area of operation has been chosen to address connectivity issues for communities in East Leeds which lie away from the main bus routes and to link new housing on the edge of the City with transport hubs at Cross Gates, Seacroft and Temple Green for onward travel to the City Centre and beyond.

2.9 The minibuses won't operate to a fixed route and schedule; passengers will be able to book a journey using an app choosing which bus stop they want to be

picked up from. A simple flat fare system will operate, and bus concessionary passes will be accepted. Following a procurement process, a contract to operate the service has been awarded to First. The Combined Authority's AccessBus team will oversee the service and provide a point of contact for customers.

- 2.10 The operating costs of the service will be met by developer funding and the Department for Transport grant under the Better Deal for Bus Users programme. Transport Committee in March 2020 approved an approach to the deployment of the DfT funding which included this service. All fare revenues collected will offset the cost of the service. A review point has been set to assess the performance of the service after the first year of operation to ensure it is delivering on the objectives and meeting financial targets.

Leeds Bus Station Gateway

- 2.11 The Leeds Bus Station Gateway project aims to transform the environment of the station by creating a modern and efficient layout that provides a better offer for passengers and makes the use of public transport within the city centre more attractive. The scheme includes new entrances, passenger facilities, a revised travel centre/ retail space and solar panels. Works have now commenced with completion planned by spring 2022.

Real Time Passenger Information

- 2.12 The Programme is funding for the installation of 1,000 new Real Time screens at stops, shelters and gateways throughout the City. The new Real Time screens will enhance bus users experience by improving transport facilities, passenger information, therefore increasing bus patronage and public transport mode share. This project has been delivered in two phases. Phase one of the Real Time programme saw the installation of 490 4-line LED displays in existing bus shelters and was completed in November 2019. Phase two of the project is almost complete delivering 510 battery powered and pole mounted Real Time screens, installed at bus stops without power supply. A project in the Transforming Cities Fund will extend this approach over the bus corridors throughout West Yorkshire.

Transport Hubs and Connecting Communities

- 2.13 The Bus Infrastructure package involves an extensive replacement of bus shelters and infrastructure in the City and in particular will transform key bus points in the City Centre at Infirmary Street, Headrow and Corn Exchange. The connecting communities element is also upgrading bus facilities in Bramley, Compton Road Harehills, Cottingley and Middleton together with active travel schemes at Lincoln Green, Pudsey, Rothwell and Robin Hood.

Stourton Park & Ride

- 2.14 Stourton Park & Ride will follow the operating model adopted for the other two Park & Ride services in Leeds. Leeds City Council own and operate the site

with the Combined Authority commissioning the bus service. Both parties agree service levels, fares etc. Following a procurement process, First West Yorkshire has been awarded the operating contract to provide a fleet of electric double deck buses. The additional capital costs of electric buses have been met by a combination of LPTIP and Government Ultra Low Emission Bus scheme funding. The service is expected to start in September 2021. The route of Elland Road Park & Ride site will alter at this time to serve the Wellington Place development in the west of the City Centre.

- 2.15 The operating contract for the services is similar to that adopted for the other Park & Ride services whereby a revenue guarantee is provided to the operator and fares revenue above this is distributed to the partners on a formula basis.

3. Tackling the Climate Emergency Implications

- 3.1 The Leeds Public Transport Investment Programme seeks to encourage more sustainable travel through improved facilities to enable active travel and public transport. The Combined Authority and Leeds City Council are working together on a behaviour change campaign which will promote the new facilities and encourage sustainable travel.
- 3.2 The scheme designs incorporate elements to reduce carbon generation including the generation of solar power at Leeds Bus Station.

4. Inclusive Growth Implications

- 4.1 The Leeds Public Transport Investment Programme seeks to enable access to employment, education, health and public services through improved transport facilities and services.

5. Equality and Diversity Implications

- 5.1 Each scheme has been subject to Equality Impact Assessment and there has been close involvement with accessibility groups in the design of new facilities.

6. Financial Implications

- 6.1 The costs of maintaining the new facilities provided by the Programme have been considered within the appraisal of business cases for each project in the Assurance Process.
- 6.2 During the trial period, the operating cost of the East Leeds Flexibus can be met from £0.753 million from the Better Deal for Bus Users grant from Government, £0.522 million from Leeds City Council Supplementary Planning Document and Section 106 contributions. The operating costs are partly offset by fares revenue for which a prudent assessment of £0.177 million has been estimated. The Combined Authority will carry the revenue risk and a contingency of £0.047 million has been identified from the tendered bus service budget to underwrite this risk.

6.3 As with the other two Park & Ride services there is a high level of confidence that Stourton will meet its financial targets notwithstanding the impacts of Covid on travel demand.

7. Legal Implications

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

8. Staffing Implications

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

9. External Consultees

9.1 Extensive consultations have been held for each of the schemes in the programme.

10. Recommendations

10.1 That Transport Committee notes the improvements to the facilities and services of which it has oversight arising from the Leeds Public Transport Investment Programme.

10.2 That a further report be provided to the Transport Committee detailing the performance and future funding arrangements for the East Leeds Flexibus following the first year of its operation.

11. Background Documents

Report to March 2021 Investment Committee - Leeds Public Transport Investment Programme (LPTIP) Review 2020

12. Appendices

Appendix 1 - Summary Of Leeds Public Transport Investment Programme Schemes

Appendix 2 - Leeds Public Transport Investment Programme Images