

Appendix 2 - LPTIP Programme outputs

Output agreed with DfT after SOC submission	Achieved to date
A "turn up and go" High Frequency Bus Network across the city, with enhanced frequencies in the early evening.	The Network Navigation scheme has defined the High Frequency Network within Leeds, as well as delivering enhancements to over 2,000 bus stops to help customers identify different bus routes.
A fleet of 284 new buses, offering enhanced comfort, free Wi-Fi, audio visual information systems and device charging facilities	Bus Operator match funding was also leveraged at the start of the Programme, to enhance the delivery of schemes. To date two thirds (189 of 284) of the new ultra-low emission, clean air zone compliant buses provided by First West Yorkshire as part of their commitment to LPTIP are in operation. This figure includes nine electric buses in service on the East Leeds/City Centre loop service 5 and a further five electric double deck buses in service on the Stourton Park & Ride service.
Affordable, simpler fare structure, which encourages bus travel, especially amongst people under 25. There will be easy to use options to pay for travel before, during and after the journey using mobile devices.	Some operators have adjusted their fares, but this decision is out of the CA's control. The new franchising powers under the Mayor's remit will allow for some more control over this.
Customers will be able to plan journeys, pay for travel and obtain up to the minute travel information using their mobile devices.	This project was delivered by the CA through another funding stream.
All buses travelling through the city centre will meet the latest ultra-low emissions standards by 2020.	189 new ultra-low emission, clean air zone compliant buses have been provided by First West Yorkshire as part of their commitment to LPTIP. First has reconfirmed its commitment to providing a further 95 buses however they have been delayed due to the effects of the pandemic on the bus manufacturing industry.
New bus park & ride facilities to the north and south of the city and a further expansion at Elland Road	The new 1,200 space Park & Ride facility at Stourton has been delivered through LPTIP and it's the UK's first solar-powered Park & Ride. The existing Park & Ride at Elland Road was expanded through LPTIP funding, providing an additional 585 spaces and a new link road to the site for the bus service. Plans have been advanced for a Park & Ride at Alwoodley Gates, with planning and design work funded through LPTIP. The LPTIP programme enabled development of the extension of the Temple Green Park & Ride site before the Getting Building Fund was identified as a suitable funding stream for that project.
Investment in a number of key corridors to reduce bus journey times and improve bus service reliability: - A61/A639 South: To provide a high-quality bus priority corridor from the Stourton park & ride into the city centre. - A61 North: A series of bus priorities which address traffic hotspots, building on the existing Guideways in North Leeds. - A660: Improving bus journey times by investing in the Lawnswood roundabout - A58 North East: Investment at key traffic hotspots to improve bus journey times along the corridor - A647: Bus priority through the congested A647, linking to the park & ride expansion at New Pudsey railway station.	<p>The A61 South is being delivered through LPTIP, providing new bus lanes, bus priority measures, junction improvements and dedicated walking and cycling facilities. This route is used by the electric buses on the Stourton Park & Ride service. This scheme will complete in February 2022.</p> <p>The A61 North has been delivered through LPTIP, with improvements to bus prioritisation and complementary walking and cycling measures along the corridor.</p> <p>Two schemes have been delivered on the A660. The A660 Signals scheme implemented a new signal control strategy and the delivery of some new signal assets between Headingley and Weetwood. The A660 Holt Lane scheme provided a new signalised junction at the intersection of Holt Lane/A660 Otley Road in Adel. Further works on the A660 have been developed through LPTIP and are now pipeline schemes for future funding streams.</p> <p>The A58 St Peters scheme was delivered through LPTIP, providing a new vehicle egress at Leeds Bus Station. The A58 Beckett Street and York Street schemes have been identified as pipeline schemes and have received development funding through LPTIP to enable them for a future funding stream.</p> <p>The A647 scheme is currently in delivery and due to complete in July 2022. This scheme will deliver bus prioritisation, walking and cycling improvements and a new bus lane along sections of the A647 between Armley Gyratory and the Leeds Road Gyratory. Improvements will also be made to the Ledgard Way junction. Development funding has also been provided through LPTIP for the New Pudsey rail car park extension, which will now be delivered through the West Yorkshire plus Transport Fund.A58</p>
Real time passenger information displays at bus stops in communities throughout Leeds	The Real Time Information programme is still in delivery. Phase 1 is now complete and installed 490 screens at shelters with an existing power supply. Phase 2 is in delivery and due to complete in March 2022, the scheme is on track to deliver a further 500 pole mounted real time screens throughout Leeds.
Carrying out a consultation led review of connectivity throughout the Leeds district and with funds available for community led transport projects	Extensive public consultation has been undertaken through the LPTIP Programme by LCC and the CA. A dedicated Communications Board was established within the Programme governance. Communications and marketing has become central to the progress of the programme by ensuring consultation and engagement with key stakeholders.