

Report of Director of City Development

Report to Executive Board

Date: 14 December 2016

Subject: Transport Conversation update and Leeds Public Transport Investment Programme

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): All	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for Call-In?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Summary of main issues

1. Leeds is a growing and successful city. In the city centre there has been extensive development in recent years, reinforcing the city's position as a major retail and office location. In addition, outside of the city centre, key economic centres such as Thorpe Park, Leeds Bradford Airport and White Rose Centre continue to expand. The growth of Leeds' economy is crucial to helping achieve better economic outcomes across the region and the North.
2. Alongside the planned housing growth that is required in future years, it means significant investment in the transport system is needed in the short, medium and long term to support the level of growth anticipated. Our vision is for Leeds to be a compassionate, caring city with a transport system that helps all our residents benefit from the city's economic growth.
3. Getting our transport system right is a critical element of achieving the Council's Best City ambition. Accordingly the emerging Leeds Transport Strategy presented to Executive Board in October 2015 is being updated to reflect further development towards the realisation of our best city ambition for a strong economy in a compassionate city. Our headline aims are for a transport system to support a city which is:-
 - Prosperous
 - Healthy
 - Liveable
4. To move forward with the ambitions for our city, this report proposes a package of public transport improvements that, taken together, will deliver a major step change in

the quality and effectiveness of our transport network. Headline proposals, from an investment of £270m, include:

- A new Leeds High Frequency Bus Network – over 90% of core bus services will run every 10 minutes between 7am and 8pm.
- Additional investment of £71m by First group to provide 284 brand new, comfortable, and environmentally clean buses with free wi-fi and contact-less payments which will achieve close to a 90% reduction in NOx emissions by 2020.
- Development of three new rail stations for key development and economic hubs serving Leeds Bradford Airport, Thorpe Park and White Rose.
- 2000 additional park and ride spaces with the first new site opening at Stourton.
- A 1000 more bus stops with real time information.
- Making three more rail stations accessible at Cross Gates, Morley and Horsforth.
- Creating 21st Century interchanges around Vicar Lane, the Headrow and Infirmary Street and improved facilities in our district centres.

5. As a consequence of these measures, the outcomes of which are summarised in Appendix A, we aim to:

- Double bus patronage from 2016 levels in 10 years.
- Significantly improve air quality and reduce carbon emissions.
- Support economic growth and job creation
- Reduce congestion.
- Work towards all stations in Leeds being accessible.

6. This package supports our overarching objectives:

- **Prosperous Leeds** – more people using a modern and attractive bus service and greater access to the rail network will enable the city to better accommodate growth. Improving the city centre environment will help attract new businesses and improve the city's readiness for future opportunities such as HS2 and the European Capital of Culture.
- **Liveable Leeds** – the improvements to the city centre and district centres will make them more people friendly. People will have access to a wider labour market. The significant programme of projects will support new opportunities for skills development and new and better local jobs. People of all abilities will have more opportunities to connect to the rail network.
- **Healthy Leeds** – people friendly streets encourage more walking and cycling whilst improvements to our bus fleet and more people travelling by public transport will improve air quality and reduce carbon emissions.

7. These proposals will build on recent successes such as the Park and Ride site at Elland Road, the opening of Leeds Southern Station Entrance and Kirkstall Forge Railway Station, quality bus corridors and significant junction improvements. More is planned over the coming years through the West Yorkshire Transport Fund programme, including the opening of the new Temple Green Park and Ride site next year.

8. The additional investment recommended in this report is made possible following the Government announcement to make available £173.5m for “public transport improvements in Leeds”. With anticipated local and private sector contributions the total investment package is worth c.£270m.
9. With this funding opportunity, the recent renewed commitment to HS2 and the Northern Powerhouse agenda, the prospect of further devolution deals and the West Yorkshire Transport and Bus Strategies, it is an appropriate time to set a new strategic approach for transport in the city.
10. To inform the strategy and the allocation of the Government funding, the Council embarked on a conversation with the communities, businesses and residents of Leeds about the future of transport. From these engagements, including a survey completed by over 8,000 people, workshops and Community Committee meetings, the message from many was that we need to be ambitious for the future but the transport system is not working effectively and also needs immediate attention.
11. Our ambition remains to have a transport system that can move large numbers of people through the city. We will be reviewing the options for mass-transit solutions – be that light rail, tram-train or tram. However, developing and implementing such an option will take a number of years. As transport improvements are needed now the recommendation is for a Leeds Public Transport Investment Programme that will help deliver the proposals in paragraph 4 in the shorter term. This programme consists of transforming the bus network, developing new and existing rail stations and world class city centre gateways and high quality transport hubs across the District.
12. In order to advance the delivery of these improvements the Council and WYCA are having discussions with bus operators around a package of proposals involving investment by them in vehicles, fares, ticketing and route network which will complement capital investment in bus infrastructure by the Council. The first agreement to be reached is with First, the main bus operator in Leeds.
13. Alongside the delivery of this short term programme, the Leeds Transport Strategy will be developed further in the next year, building on and continuing the transport conversation to set out the long term interventions the city needs to become the ‘Best City’ for transport. This Executive Board Report sets out the proposed Leeds Public Transport Investment Programme and the next steps for the development of a longer term strategy to be published next year that will support our ambition for transport to create a prosperous, healthy and liveable city.

Recommendations

14. Executive Board is recommended to:
 - i. Agree the Programme of schemes to be included in the Leeds Public Transport Investment Programme which will utilise the £173.5m DfT funding plus complementary private sector investment, worth circa £100m;
 - ii. Approve the submission of an Outline Strategic Case to DfT for spending the £173.5m allocated to Leeds for public transport;
 - iii. Note the feedback from the Transport Conversation and how this has shaped the proposed Leeds Public Transport Investment Programme;

- iv. Agree that officers will return to Executive Board in Autumn 2017 with a further update on the Transport Conversation and the draft 20 year Transport Strategy, including commentary on the progress of mass rapid transit options;
- v. Agree that £8.8m LCC capital monies earmarked for NGT be included in this programme excluding an allowance for NGT funding committed to the Clay Pit Lane junction scheme;
- vi. Agree that monies identified in (v) be made available immediately to commence work on the preliminary designs of some of the schemes identified in (i);
- vii. Continue to negotiate with bus operators, developers and partners to leverage significant additional financial investments to support the Leeds Public Transport Investment Programme;
- viii. Note that the Chief Officer, Highways and Transportation is responsible for the programme delivery.

1 Purpose of this report

- 1.1 This report sets out the strategic case and emerging proposals for the Leeds Public Transport Investment Programme, which will be supplemented by private sector investment. It also sets out progress in taking forward the city's longer term transport strategy which will be developed next year, including a clear ambition to consider again the case for mass transit provision to meet the future needs of the city.
- 1.2 This report also sets out the results so far from the Transport Conversation and shows how this has guided the approach for scheme selection within the Leeds Public Transport Investment Programme.

2 Background information

- 2.1 Leeds is a growing and successful city. The city has bounced back strongly from the recession with job numbers now back to pre-recession levels, with more than 400,000 people working in the city and unemployment falling.
- 2.2 Substantial development has taken place with more than £4bn of schemes completed in the last 10 years. Key areas of growth include the city centre with commercial and retail developments such as Trinity, Victoria Gate, Sovereign Square and Wellington Place. In addition, the City's South Bank has also expanded our perception of the city-centre, with the opportunity to double its size. Our Universities continue to grow with major investment plans of more than £500m underway.
- 2.3 In addition, outside of the city-centre, areas of major housing, commercial and retail growth include the Enterprise Zone in the Aire Valley, Thorpe Park and the East Leeds Extension, Kirkstall Forge and the White Rose Centre, while passenger numbers continue to increase at Leeds Bradford Airport. LBA is currently one of the UK's fastest growing regional airports.
- 2.4 Looking forward it is clear that growth is set to continue with significant investment planned in both the city-centre and the wider Leeds catchment with substantial housing growth and the further expansion of key employment sites. Leeds is at the heart of a £62bn annual economy which generates 5% of the UK's total economic output and it is at the geographic centre of the North of England's economy.
- 2.5 Against this background, delivering long-lasting and meaningful improvements to the city's transport infrastructure will be critical to its future success in delivering sustainable development. The Council is clear that its economic and spatial plans should directly influence its transport plan – so that transport investment can be best tailored to meet current and future growth needs.
- 2.6 Members will recall that the emerging Leeds Transport Strategy came to Executive Board in October 2015 and set out our 20 year plan for communities across the City.
- 2.7 Accordingly, the development of the emerging Leeds Transport Strategy was built from the overarching themes as presented in the Leeds Transport Vision reported to Executive Board in October 2015 and outlined below. An update on progress towards our Transport Vision for a 21st Century Leeds' is contained within Appendix B. To realise our best city ambitions we need a transport system that enables a;

- **Prosperous Leeds** - A transport system for Leeds that facilitates a prosperous, sustainable economy for the City, the City Region, the North, cementing our long-term economic competitiveness both nationally and internationally.
- **Liveable Leeds** - A transport system which helps Leeds to be a great place to live and work for everyone.
- **Healthy Leeds** - A transport system that has a positive effect on people's health and wellbeing and raises health and environmental standards across the city through the promotion of walking and cycling and the reduction of air pollution, noise and carbon emissions.

2.8 In the context of the themes outlined above it is recognised that Leeds faces a number of transport related challenges including:

- Transport proposals must be closely aligned to support the economic growth of the city. Our proposals must recognise the importance of Leeds city centre as an economic hub, Leeds Station as the busiest station in the North of England, where demand continues to grow, together with growth points such as the Enterprise Zone, Thorpe Park and Leeds Bradford Airport. Businesses must be able to continue to work together with effective freight and logistics to serve their markets. (**Prosperous Leeds**)
- The city must respond to community needs by connecting neighbourhoods, linking people to services and recognise that transport is a vital service that needs to be accessible for all. The 2011 census showed 32% of households in Leeds have no car and as such public transport is essential to provide travel choices for a larger proportion of Leeds residents. (**Liveable Leeds**)
- The city must make a rapid improvement in air quality and meet the legal obligations by 2020. Therefore the strategy also needs to align with wider council objectives such as improving air quality as highlighted in The Director of Public Health: Annual Report 2016 presented to this board last month. (**Healthy Leeds**)
- The city needs to make a step change in the number of people using public transport. Current data indicates that only 18.5% of residents travel to work by public transport. Focusing on the city centre, 43% of commuters use public transport and 46% use car, with the remainder using active modes. Examples from other core cities show a greater proportion of public transport and active modes can be achieved with the right investment. (**Healthy Leeds**)

2.9 It is within the context of this vision and challenges that the £173.5m of Government funding has been prioritised. This will be a significant contribution to the implementation of the strategy but will only go so far. Our strategy will set out a pipeline of further investments that will require further funding. For medium to longer term investments, the Council will set out a plan next year that aligns with its economic growth strategy. The Council will continue the conversation with the City into 2017 to develop this strategy.

3 Main issues

Leeds Transport Conversation

3.1 Cllr Blake called for a "Transport Conversation" with the City which was launched at the Transport Summit on the 10th June. In total the online questionnaire had 8,169 responses. Officers also attended a multitude of public and community events including targeted stakeholder workshops, community committees, workshops with

young people, older people, equality groups and local forums. A full list of the events is included in Appendix C.

- 3.2 In parallel, the West Yorkshire Combined Authority has run two consultations on the West Yorkshire Transport and Bus Strategies. Officers from both organisations attended events across the city and the feedback from these consultations will be fed into the development of the Leeds strategy.
- 3.3 The Council acknowledges the time and commitment from the people of Leeds who filled in the survey, attended events and spoke with officials.
- 3.4 An independent analysis of the feedback from the questionnaire and conversation has been prepared and a the summary is provided in Appendix D.
- 3.5 The key themes from feedback provided at the Transport Summit and subsequent events and through the conversation are;
 - Reliability, poor service and lack of accessibility of public transport were highlighted as major problems. Accessing local services was also seen as very important leading to strong support for better bus services in the city.
 - Many people felt rail could offer a better and more sustainable journey, hence strong support for rail investment to improve capacity and access to the rail network.
 - There was strong support for making the city centre a better, more people focussed place, while also recognising the need to provide for pedestrians and cyclists across the city.
 - Reducing congestion on busy junctions and reducing the environment impact of transport was considered important.
 - People were open to change and wanted greater travel choices leading to considerable support for park & ride and a future mass transit system
 - The timing of investment was also considered with the majority favouring a balance of short term and long term interventions.
- 3.6 The Council will continue to analyse the detail of the conversation to date and develop its plans for further engagement in the New Year as the Leeds Transport Strategy develops.

Independent Advisory Panel

- 3.7 Recognising the challenges facing the city and as part of the transport conversation, an independent advisory panel comprising a broad cross section of expertise has been established to provide advice on all aspects of strategy development and with an early remit for supporting the process of developing the proposed investment package.
- 3.8 This expert advisory panel is bringing valuable knowledge and insight to the preparation and delivery of the ultimate programme, thereby ensuring through their independence, assurance of a credible and robust approach.
- 3.9 The panel has met twice and will meet further in the New Year as the process of confirming the long term strategy continues. They have provided challenge in terms of the rationale and content of the programme and also are helping to highlight the areas for further focus as the strategy is developed. Advice was provided more specifically

with respect of the strategic and economic basis for the package; the cohesion and modal integration of the measures concerned; communications and approach to achieving changing travel choices; ensuring the strong partnerships needed; and the approach to monitoring and benefits realisation. This input has been taken on board in framing the proposals with the intention to draw further on the skills and knowledge of the panel as the proposals are developed in further detail as the programme progresses.

Bus Operators

- 3.10 As busservices are de-regulated outside London, the bus companies have a direct contribution to make to transform the offer for passengers.
- 3.11 The Council and WYCA are having discussions with bus operators around a package of proposals involving investment by them in vehicles, fares, ticketing and route network which will complement capital investment in bus infrastructure by the Council. The first agreement to be reached is with First, the main bus operator in Leeds, and the Heads of Terms are at Appendix E.
- 3.12 It is anticipated that discussions with other operators will also leverage additional private sector investment towards improving bus services. The collaborative approach to working with the bus companies will mean that passengers see benefits sooner.

Leeds Transport Strategy

- 3.13 The Leeds strategy fits into the wider Northern Transport Strategy, the West Yorkshire Transport and Bus Strategies and supports the achievement of the Leeds City Region Strategic Economic Plan.
- 3.14 The Council recognises the importance of continued investment in the transport network and understands the importance of seizing new opportunities presented with emerging technologies. It is clear from the conversation that there is support for ambitious and bold plans on infrastructure in the City.
- 3.15 The Council's ambition remains to have a system that can transport large numbers of people through the city through some form of mass-transit – be that light rail, tram-train or tram – to support sustainable economic growth. Development of options has already started with work commissioned through WYCA to review city region connectivity. A more focussed review of options within the Leeds boundary will be started in the New Year.
- 3.16 Improved connectivity with other economic centres across the North will support our ambitions to improve the productivity of the North and help to rebalance the economy. The Council and WYCA have played central roles in the development of firstly Rail North and subsequently Transport for the North. Rail North is a good example of how Northern cities working together can achieve improved benefits for rail passengers as seen through the additional capacity that the new franchises will deliver over the course of the next two to three years.
- 3.17 HS2 is a key part of better connectivity between cities as is Northern Powerhouse Rail that will provide better east to west connectivity. Investment is also needed in our existing infrastructure such as the East Coast Mainline, the Trans-Pennine route and the electrification of key routes. Our local strategy fits within this context and aims to complement the national infrastructure.

- 3.18 Freight is a very important part of the economy and supports many of the key sectors, such as advanced manufacturing. Enabling more freight to be carried by rail and water can support more sustainable growth. With the river and canal running through the heart of the City, there is the opportunity to consider how it can play a more integral part of the transport network. The Council is also supportive of the work Transport for the North is doing to increase the role of rail freight and to enhance the role of northern ports and airports for both passengers and freight.
- 3.19 It is also important that the strategy is not just focussed on infrastructure improvements. Open data can support the development of more innovative apps to support the end to end journey, the digitalisation of the rail network can increase capacity and new technologies can change the impact of transport on the environment. The strategy has to be alive to future opportunities and try and assess their impact on what action is taken in the now. WYCA and the Council are working closely together on innovative projects and will seek to work more closely with innovators in the City and the universities in particular.
- 3.20 The Leeds Public Transport Investment Programme schemes will be designed with potential future upgrades in mind. For example we will develop proposals such as park & ride facilities to enable them to be upgraded to a tram based system in the future.
- 3.21 The Transport Conversation will continue and help shape the aims of the new Leeds Transport Strategy which will provide the context for the longer term interventions.
- 3.22 An interim strategy is at Appendix B which will be updated into a fuller strategy next year.

Leeds Public Transport Investment Programme

- 3.23 This section of the report sets out the detail of the programme of interventions to deliver a step change in the public transport provision in the city.
- 3.24 Following the allocation of £173.5m from the Government to make improvements to public transport in Leeds, the Department for Transport set out their expectations for the allocation of the money. The letter and the response from WYCA are included in Appendix F.
- 3.25 The schemes to be included within the Leeds public transport investment programme has been selected to deliver the following aspirations:
- Support economic growth by unlocking the transport constraints in key growth areas and across the city.
 - Align with the emerging Leeds Transport Strategy, West Yorkshire Transport and Bus Strategies, as well as the national/pan northern growth strategies including HS2 and Northern Powerhouse Rail.
 - Improve health outcomes especially air quality by reducing transport emissions and making a significant contribution towards compliance with DEFRA's legal requirement of the city.
 - Complement the existing schemes being delivered through the WYTF such as Leeds City Centre Package and the Corridor Improvement Programme.
 - Reflect the key messages from the Transport Conversation in terms of improving public transport operation and quality.

- Are deliverable within the short to medium term taking into consideration land requirements and public acceptability
- To leverage match funding from the private sector, both public transport providers and developments / businesses who will benefit from the public investment.
- Cognisance of and adaptability for the delivery of the longer term strategy.

3.26 An option generation and appraisal process has been undertaken to develop the proposed package. A long list of schemes was generated from existing feasibility work, internal and external workshops plus suggestions from the transport conversation process. Suggested schemes were grouped into strategic themes, then sifted and prioritised using the factors set out in 3.25 above.

3.27 As a result, it is proposed that the Strategic Outline Case which is put to Department for Transport, incorporates the following three key core elements:

- i. Transforming the bus network
- ii. Rail stations at key economic, housing growth and employment locations
- iii. World class city centre gateway, being HS2 ready and high quality transport hubs

3.28 Overlaid within each of these elements is the introduction of smart technology, open data and information sharing to maximise the benefits of the package and to ensure future proofing.

3.29 The core elements are described below and the components of the Leeds Public Transport Investment Programme are shown in greater detail in the schedule in Appendix G.

Transforming the bus network

3.30 Buses are an essential component of the network and are the most used form of public transport with 15% of Leeds working residents travelling to work by bus (compared with 3.5% using the train). They also provide a vital service to those without car (currently around 32% of households).

3.31 The 2011 census showed 32% of households in Leeds have no car and as such public transport is essential to provide travel choices for a larger proportion of Leeds residents.

3.32 Focusing on the city centre, 43% of commuters use public transport and 46% use car, with the remainder using active modes. Examples from other core cities, such as Nottingham and Manchester show a greater proportion of public transport and active modes can be achieved.

3.33 It is very clear from the Transport Conversation debate to date that for many communities across the district the bus will remain a critical and fundamental element of the transport strategy for years to come. There was also considerable support for park & ride to increase the bus offer in the city.

- 3.34 The aim is to double the number of bus passengers in ten years. This increase in the number of people using public transport will relieve congestion and support sustainable economic growth.
- 3.35 To achieve this public and private investment is required to reverse the downward trend in patronage by ensuring fast, high quality, reliable, frequent and relatively low cost services. This investment needs to tackle inherent problems affecting bus services in Leeds including a lack of integration, unreliable journey times, complex ticketing arrangements, poor community transport solutions, pricing levels and poor travel choice information. Older buses also contribute to poor air quality in some locations.
- 3.36 The Council and West Yorkshire Combined Authority have developed closer collaborative working with the bus operators to develop a package of improvements that will provide a better passenger experience. This collaborative approach means that passengers will see improvements sooner as the bus companies are willing to invest now alongside the bus priority measures the Council can provide.
- 3.37 The overall proposed package will therefore include a balance of capital investment for highway infrastructure matched by commitments by bus companies. These will build on improvements recently delivered or under construction and support the development of a Leeds High Frequency Bus Network which provide over 90% of core bus services will run every 10 minutes between 7am and 8pm.
- 3.38 The main measures are as follows:
- A comprehensive package of bus priority measures across the city to improve journey times on some of the most congested corridors such as the A647 Leeds /Bradford corridor and A61south Leeds / Wakefield Corridor.
 - A whole corridor approach will look at improving the travel experience for all users by dealing with bus delays through signal technology and bus priority measures, reduced waiting times and improving stop facilities while also improving the environment and the streetscape allowing better access for pedestrians and cyclists.
 - A strategic bus park and ride site at Stourton with express bus services to Leeds city centre.
 - The provision of a P&R facility in the North of the city (location to be determined).
 - Elland Road Park and Ride, recently expanded, has the potential for further expansion and for further services to run from it to serve other parts of the city.
 - Re-connecting communities - a consultation led review of community connectivity needs will adapt the low frequency, tendered network in response to this and fund or pump prime community led solutions.
 - Introduce modern, integrated real time infrastructure.
 - 284 new buses from First Group by the end of 2020 that will meet as a minimum Euro 6 Air Quality standards and offer a better passenger experience. This will mean the entire Leeds High Frequency Bus Network would be operated using Euro VI or Zero Emissions buses by 2020. This could deliver close to 90% reduction in NOx emissions by this fleet and close to 80% reduction in particulate emissions.

- A series of more modern district bus hubs across the City, which are serviced by an integrated network of bus services and community transport, with frequent and reliable onward access to the city centre and other key locations.

3.39 Together this package, delivered under a new enhanced partnership with the bus operators, will work towards generating a step change in the bus provision across the city, making it a much better alternative to the private car. The outcomes would be a reduction in bus journey time, improved reliability and modal shift generating a benefit to the environment and the economy.

Rail stations at key economic, housing growth and employment locations

3.40 Leeds city centre is the economic powerhouse of the City Region's economy, particularly for knowledge intensive and financial and professional services jobs. It is supplemented by a number of key growth points including Kirkstall Forge, White Rose Office Park and Retail Centre, Thorpe Park and Leeds Bradford Airport. Making a step change in the connectivity of key growth points via improved public transport is an important component of the proposals being brought forward.

3.41 Members will already be aware of the new rail halt that opened this summer at Kirkstall Forge. It is recognised that our rail network is vital to our transport system, enabling efficient and effective strategic connectivity into Leeds and to the wider Leeds City Region. There has been significant growth in rail use in recent years with more expected in the future following the capacity enhancing new Northern and Trans-Pennine franchises and HS2 and Northern Powerhouse Rail. The proposed programme will develop the opportunities for three new rail stations across the city, plus improvements for access at others as follows:

- A parkway station serving Leeds Bradford Airport, provides a rail link for airport passengers, supports employment growth surrounding the airport and provides strategic park & ride for the city and surrounding districts.
- A new station at White Rose to support the employment and retail centre via improved connectivity.
- A new station at Thorpe Park linked to employment and housing growth areas in the east of the city with a strategic park & ride function for the city and surrounding districts.
- Access improvements at Cross Gates, Morley and Horsforth rail stations so that all users can access all platforms
- Car park expansion at New Pudsey to increase its capacity for park & ride within the Leeds Bradford corridor.

3.42 This rail investment is consistent with the feedback from the survey where 74% of respondents agreed that investment in future schemes should improve capacity and access to the rail network. 53% of respondents supported an increase in park & ride options around the city, therefore parking expansion at new and existing rail station needs to contribute to city's park & ride options.

3.43 The inclusion of the rails stations within this programme will help focus partners to accelerate delivery. Leeds City Council will continue to work with WYCA, Network Rail, Rail North, DfT and the private sector to build on the feasibility work already

undertaken, carry out consultation and seek dedicated resources to aid scheme delivery and set out how they fit with other plans for the network.

- 3.44 These improvements to the rail network will bring significant benefits to the regional economy by improving connectivity within the city region and, improve access in the future to HS2 and Northern Powerhouse Rail. In addition, the Council's expects that all of these proposed rail halts will generate meaningful private sector funding contributions from neighbouring land-owners and developers.
- 3.45 A parkway at Leeds Bradford Airport has the advantage of utilising the existing Leeds Harrogate line and being capable of delivery at significantly less cost than a rail halt immediately adjacent to the airport terminal due to the challenging topography that would otherwise have to be addressed. It is also aligned with plans for major new commercial development adjacent to the airport and, as a strategic rail park & ride for outer North West Leeds and commuters from neighbouring districts, which would increase its patronage and enhance the business case. Taking account of all of these factors this option is considered to be a more deliverable proposition in the medium term, which would not obviate the potential for a rail halt adjacent to the terminal over the long-term should airport passenger numbers justify a business case for such a proposal.
- 3.46 White Rose is already an important centre for retail and jobs. Major employers at the White Rose Office Park includes HSBC and O2. In addition proposals are also coming forward for a 6th form college on the site. The retail centre is also expanding, including a new cinema and restaurants and the provision of a new rail halt at White Rose will complement existing use, planned growth and the new housing outlined in the Council's Site Allocations proposals.
- 3.47 Thorpe Park is also set to expand. Planning consent has been given for new a retail and cinema development as well as new housing. In addition, the provision of a new bridge over the railway to link in Manston Lane in the North will help facilitate further housing coming forward and will be the southern spur to the East Leeds Orbital which will facilitate a further 5,000 houses in the East Leeds Extension. The land to the north of railway is owned by Leeds City Council which facilitates the provision of strategic rail park & ride, which will help stimulate development at Thorpe Park and improve connectivity to Leeds city centre and further locations on the trans-pennine route.

World class city centre gateway, being HS2 ready and high quality transport hubs

- 3.48 With the arrival of HS2 to Leeds city centre, it is important that the city can provide a transport network that enables efficient onward connectivity. HS2 and Northern Powerhouse Rail opportunities will signify a step change in the provision of transport in the North and in the connectivity to Leeds. This fundamental change will transform how the city connects to the rest of the UK.
- 3.49 Already the busiest station in the north of England – passenger numbers using Leeds station are forecast to more than double over the next thirty years, reaching a level similar to those at Gatwick airport. As a major transport hub for the city, Yorkshire and the wider north of England as a whole, we need to plan for significant future growth in rail use into Leeds and across the city region. An Integrated 'T' shaped station in Leeds to accommodate HS2, Northern Powerhouse Rail and local and regional services, the Council has commissioned an Atkins led consortium, made up of a group of leading global design, engineering and project management consultants, to develop

the masterplan for Leeds Station to create a distinctive modern destination and fully integrated national transport hub. The Leeds Public Transport Investment Programme will facilitate delivery by building on the West Yorkshire Transport Fund, and other investments, to support the Leeds Station Masterplan once developed next year.

- 3.50 The Council is working with the West Yorkshire Combined Authority to commission the development of a HS2 growth strategy that will provide an economic assessment of the additional interventions needed to maximise the benefits of HS2, including options for funding. The Council is keen to see progress before HS2 arrives and this part of the investment package and longer term strategy will support better interchange within the city centre.
- 3.51 There is strong support within the Transport Conversation responses to take through traffic out of the city centre and to make the city streets more conducive to walking and cycling.
- 3.52 Many of the public transport arrival points in Leeds are located in iconic streets with a strong historic, cultural and architectural background. These arrival and departure points should link to Leeds Station, reflect our 'Best City' aspirations, enhance the public realm and improve the customer experience. Simplifying the road layouts to reduce congestion, upgrading the pedestrian environment, improving signage and legibility and redesigning stop infrastructure will deliver improvements at the following key gateway locations:
- The Headrow – key east west corridor in the city centre fronting Leeds Town Hall through the heart of the retail area.
 - Infirmary Street / Park Row – primary Leeds station gateway and links to business district, civic quarter, hospital and universities.
 - Vicar Lane (Corn Exchange) / Boar Lane / Lower Briggate - Gateway to and links between retail core, markets, South Bank and Leeds Station.
- 3.53 Improving the quality of the city centre transport network will increase the proportion of commuters to Leeds city centre travelling by public transport and active modes. Interchange in the city centre is a key component to successfully deliver the benefits of HS2 and Northern Powerhouse Rail across the district and city region.

Smart cities, technology and information

- 3.54 Along with the above investments smart ticketing is fundamental to releasing user benefits in terms of boarding times and delivering simple fare structures across multiple modes and operators. Ensuring Leeds is ready to embrace the Transport for the North smart programme is key to this aspiration being fulfilled.
- 3.55 Within the bus package there is a need for travel information to be shared with users to ensure planning of journeys can be done in real time, backed up by information at stops, city centre hubs and in the workplace to inform of delays and disruption.
- 3.56 Linking buses to the urban management traffic control system allows signals timings to be amended to give priority to approaching buses.
- 3.57 As previously mentioned, WYCA, the Council and the university have strong links and are working together on innovative projects. These relationships need to be strengthened. Leeds University has an international reputation in the field of transport

studies and the city can clearly benefit by working closely with them on the implementation of our transport strategy.

Next Steps

- 3.58 The Strategic Outline Case will be submitted to the DfT to set out the programme and Governance to secure the £173.5m based on the propositions above. The aim is to secure the funding to start in the next financial year and start delivery as soon as possible with the majority of schemes either delivered or well advanced by 2021.
- 3.59 The Council will continue the conversation with the city about the longer term Leeds Transport Strategy next year. The Council will also continue to work with WYCA to help shape the West Yorkshire Transport Strategy and Bus Strategy.
- 3.60 The Council welcomes the support of its partner organisations in the bus and rail industries and with the Combined Authority, Transport for the North and Government in the improvement of transport in Leeds and will continue to work with them.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 Details of the consultation responses from the recent Transport Conversation are included in Appendix D. Alongside the Conversation and joint cross-party Member Working Group has been established and has met twice during the process to-date.
- 4.1.2 In parallel, the West Yorkshire Combined Authority has run two consultations on the West Yorkshire Transport and Bus Strategies. Officers from both organisations attended events across the city and the feedback from these consultations will be fed into the development of the Leeds strategy.
- 4.1.3 Schemes already prioritised within the WY+TF together with future major transport schemes will be subject to the appropriate individual scheme consultation as they are developed. The next steps for the Public Transport Investment Programme, when funded, will be to take forward the detailed development and public engagement for the individual schemes and packages.
- 4.1.4 There has already been wide spread consultation and engagement on the overall aspirations of the transport strategy from city centre conferences held in 2008 and 2010, and more recent consultation undertaken as part of the Council's Breakthrough Project '*World-class events and a vibrant city centre that all can benefit from*' workshop and Transport Symposiums. Core Strategy Policies SP11, T1 and T2 were subject to formal consultation in accordance with the LDF.

4.2 Equality and Diversity / Cohesion and Integration

- 4.2.1 An Equality, Diversity Cohesion and Integration Screening (EDCI) has been undertaken on this report (Appendix H). The screening highlights that the proposed predominately public transport based bus programme has the potential for a positive impact on all equality characteristics. The interim conversation feedback, which includes consultation with all equality groups has informed the development of this programme. The Transport Conversation and our dialogue with equality groups will continue as we develop our longer term Leeds Transport Strategy. Individual schemes within this programme will also have their quality impacts assessed when they are taken through the approval process, where the appropriate EDCI assessment procedure will be invoked.

4.3 Council policies and the Best Council Plan

- 4.3.1 The anticipated benefits of using the £173.5m to create improvements to our transport system has the potential to contribute to the vision for Leeds 2030 to be the best city in the UK, and the following best Council objectives; promoting sustainable and inclusive economic growth, supporting communities and tackling poverty, building a child-friendly city and contributes to the Council's cross cutting '*World-class events and a vibrant city centre that all can benefit from*' Breakthrough Project'.
- 4.3.2 The strategy also contributes to the objectives of the Local Development Framework, Leeds Core Strategy, Local Transport Plan 3, emerging WYCA Transport Strategy, and Strategic Economic Plan.

4.4 Resources and value for money

- 4.4.1 The development of the transport strategy for Leeds is currently being met through existing resource within City Development. Any further resources needed to progress the development of schemes will be a consideration for City Development and the Resources Directorate. It is already evident that a strong delivery team and appropriate governance arrangements will need to be put in place to secure timely progression of schemes within the programme.
- 4.4.2 The DfT have indicated that the funding will be allocated to Leeds City Council in 2018/19 and 2019/20. Funding may be required prior to 2018/19 to ensure that the programme can be delivered before the end of 2019/20 financial year.
- 4.4.3 The programme will include £8.8m LCC capital monies earmarked for NGT. This figure excludes an allowance for NGT funding to be committed to the Clay Pit Lane junction scheme.
- 4.4.4 Land and property acquired for the NGT project could also be utilised to deliver the programme or through disposal to add to the programme funding.
- 4.4.5 Based on the £173.5m made available from the DfT, Leeds City Council capital funding, land and property acquired for NGT, the potential investment from First Bus and anticipated private sector developer contributions, the total investment package could ultimately be in the region of £270m which represents a significant leverage on government funding.
- 4.4.6 The scale of this funding programme will necessitate an increase in technical staff and engineering resources to ensure that the programme can be delivered.

4.5 Legal Implications, Access to Information and Call In

- 4.5.1 This report is eligible for call-in. There are no specific legal implications arising from this report.

4.6 Risk Management also KPIs measuring success scale and by when

- 4.6.1 The schemes in the planned programme serve to make progress towards the Vision outlined above. If the programme is not implemented, Leeds will not be able to develop in the way articulated above.

- 4.6.2 Given the timescales available to assemble the high level programme, there will need to be some flexibility to adjust the programme to meet cost, programme and deliverability changes.
- 4.6.3 It is anticipated that the schemes will be assured through the framework set up for the West Yorkshire Transport Fund, already approved by the Department for Transport.
- 4.6.4 Interim milestones and/or key performance indicators will be identified to monitor progress and to ensure timely delivery of the programme and the agreements with key partners.

5 Conclusions

- 5.1 Leeds is a successful city and its economy continues to grow. Improving our existing transport network is an important enabler helping Leeds to be a prosperous, liveable and healthy city. Accordingly, the £173.5m funding allocated from DfT creates an opportunity to deliver a range of improvements to transport in Leeds in the short to medium term. These will include a transformation of the bus network, plans for new rail stations at key employment growth locations, build some world class city centre gateways and pave the way for ambitious longer term plans emerging through the Leeds Transport Strategy. These proposals will make a significant contribution to the quality of life of people living, working and visiting the city and contribute to its on-going growth and economic success.

6 Recommendations

- 6.1 Executive Board is recommended to:
- i. Agree the programme of schemes to be included in the Leeds Public Transport Investment Programme which will utilise the £173.5m DfT funding and bring in significant complementary private sector investment.
 - ii. Approve the submission of an Outline Strategic Case to DfT for spending the £173.5m allocated to Leeds.
 - iii. Note the feedback from the Transport Conversation and how this has shaped the proposed Leeds Public Transport Investment Programme.
 - iv. Agree that officers will return to Executive Board in Autumn 2017 with a further update on the Transport Conversation and the draft 20 year Transport Strategy, including commentary on the progress on development of mass rapid transit options.
 - v. Agree that £8.8m LCC capital monies earmarked for NGT be included in this programme, excluding an allowance for NGT funding committed to the Clay Pit Lane junction scheme.
 - vi. Agree that monies identified in (v) be made available immediately to commence work on the preliminary designs of some of the schemes identified in (i).
 - vii. Continue to negotiate with bus operators, developers and partners to leverage significant additional financial investments to support the Leeds Public Transport Investment Programme;
 - viii. Note that the Chief Officer Highways and Transportation is responsible for the programme delivery.

7. Background documents¹

7.1 None.

8 Appendices

8.1 Appendix A - Leeds Transport Strategy: Investment Programme Infographic

8.2 Appendix B - Leeds Interim Transport Strategy

8.3 Appendix C - Leeds Transport Conversation Events and Engagement

8.4 Appendix D - Leeds Transport Conversation: Executive Summary

8.5 Appendix E - First Bus Proposals Heads of Terms

8.6 Appendix F - Correspondence with DfT

8.7 Appendix G - Leeds Public Transport Investment Programme

8.8 Appendix H - Equality, Diversity, Cohesion and Inclusion Screening

¹ The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.

Investing £270m in transport in Leeds



£100m

potential private sector investment to enhance our investment programme



2000

new park and ride spaces



more than **284**

new low emission buses will contribute to improved air quality



Reduced

congestion from increased public transport mode share



3

new rail stations at Leeds Bradford Airport Parkway, White Rose and Thorpe Park



over **90%**

of core bus services will run every ten minutes, up to 8pm



X2

aim to double bus patronage in Leeds by 2027



Improved

access at Cross Gates, Horsforth and Morley rail stations – moving towards all Leeds stations becoming fully accessible



Improved

average bus journey time



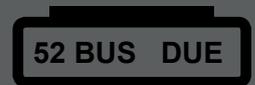
Most

buses in Leeds will be smart enabled



Improved

passenger waiting environment



1000

more bus stops with real time information



Investing over £180m in bus travel in Leeds



X2

aim to double bus patronage in Leeds by 2027



New

bus priority on key routes to ease congestion and improve journey times



over **90%**

of core bus services will run every ten minutes, up to 8pm



Free

wi-fi on all new buses. Smart technology improving ticketing, boarding and waiting times



1000

new park and ride spaces at Stourton with express bus serving the city centre



Improved

local bus journeys, connecting communities and neighbourhoods



More

car park spaces and new routes from Elland Road park and ride



Improved

Leeds Bus Station and district centre travel hubs, as part of integrated bus network



1000

more bus stops with real time information



Leeds Transport Strategy

Interim December 2016



Foreword

We are passionate about getting our transport system right for all who live, work and visit Leeds.

Transport plays a vital role in our city's prosperity and helps us to develop a healthier and more liveable city. We are already making progress, with this year seeing the extension of the park and ride site at Elland Road, the opening of Leeds Southern Station Entrance and the new Kirkstall Forge Railway Station, alongside the delivery of more quality bus corridors and significant junction improvements.



Like other growing cities, Leeds faces a number of significant challenges, including improving air quality, linking people to services and employment, and increasing the numbers of people choosing public transport.

Our interim transport strategy has been shaped by the people of Leeds through our transport conversation and we are committed to listening to their views and ideas as we develop and deliver the strategy further.

We still retain the ambition for a mass transit system within Leeds and will consider options next year but have listened to the concerns of people who want to see action now.

Using the feedback from the transport conversation, we have developed a significant programme of improvements to address these challenges and transform public transport in Leeds. This is just the start though and we will continue the conversation with people in Leeds in 2017 as we develop more schemes to improve journeys in the city, and the next steps in our future transport strategy.

Councillor Judith Blake
Leader of Leeds City Council



A New Direction in Transport for Leeds

INTRODUCTION

To support good growth, a transformational change in the level of public transport use is needed; employment and housing growth areas in the city need to be advanced and problems such as poor air quality need to be tackled. Local and regional solutions need to be aligned with national projects such as HS2 and Northern Powerhouse Rail to spread the benefits.

The renewed commitment to HS2, the Northern Powerhouse agenda, the prospect of further devolution deals and the new West Yorkshire Transport Strategy creates the appropriate context to set a new strategic transport approach for the city.

Following the recent Government decision not to grant powers for a new rapid transit system in the city, it has proposed to devolve the £173.5m funding to Leeds for an alternative investment in public transport. This will be a significant contribution to the implementation of our future strategy but will only go so far. Our future strategy will set out a pipeline of further investments that will require further funding. We are engaging with the private sector to ensure we have their financial support. We are also working with Bus Operators to secure a delivery partnership for improved bus services alongside investment in facilities and services which support bus travel. This collaborative approach will enable bus passengers to see benefits sooner.

Getting our transport system right is a critical element of achieving our Best City ambition. Transport needs to have a catalytic effect on our growing economy and to support our social and environmental objectives for the city.

RECENT PROGRESS

We have already made progress with the development of a new Park and Ride site at Elland Road, the opening of Leeds Southern Station Entrance and Kirkstall Forge Railway Station. We have supported bus passengers through improved quality bus corridors, developed City Connect, new high quality cycling infrastructure, and invested in significant junction improvements. More is planned through the West Yorkshire Transport Fund, including the opening of Temple Green Park and Ride.

Our interim strategy builds on these and supports further investment in public transport.

LEEDS TRANSPORT VISION FOR A 21ST CENTURY CITY

Transport is a fundamental component of what makes a prosperous, liveable and healthy 21st century city. Aligned to our best city ambitions for a strong economy and to be a compassionate city we need a transport system that enables the following;

- **Prosperous Leeds** - A transport system for Leeds that facilitates a prosperous, sustainable economy for the City, the City Region, the North, strengthening our long-term economic competitiveness both nationally and internationally.
- **Liveable Leeds** - The improvements to the city centre and district centres will make them more people friendly. People will have access to a wider labour market. The significant programme of projects will support new opportunities for skills development and new and better local jobs. People of all abilities will have more opportunities to connect to the rail network.
- **Healthy Leeds** - A transport system that has a positive effect on people's health and wellbeing and raises health and environmental standards across the city through the promotion of walking and cycling and the reduction of air pollution, noise and carbon emissions.

NEXT STEPS

This document provides a summary of our progress towards a future transport strategy for our city and a summary of our proposal to spend the £173.5m from DfT on a 'Leeds Public Transport Investment Programme' - which will provide a significant step towards a transformational change to the public transport offer across Leeds.

We acknowledge the time and commitment from the people of Leeds who took part in the transport conversation, attended events and spoke with officials. The interim strategy provides an overview of key challenges and opportunities identified from this initial engagement, and outlines how this has guided the development of the Leeds Transport Investment Programme.

We are committed to continuing the transport conversation with the city into 2017, this interim strategy outlines the next steps focusing on the different modes of transport in our long term future strategy development.



Leeds Transport Conversation - your city, your say

Our interim transport strategy has been shaped by the people of Leeds through our transport conversation.

To understand the priorities of the city, we embarked on a conversation with the communities of Leeds about the future of transport in the city over the summer. We have listened and responded to different groups across the city with diverse needs, including older and young people, access and user groups. From the full range of engagements, including the survey, the workshops, the Community Committee meetings, the message from many was that the transport system is not working as it is and needs immediate attention;

- Reliability, poor service and lack of accessibility of public transport were highlighted as major problems. Accessing local services was also seen as very important leading to strong support for better bus services in the city.
- Many people felt rail could offer a better and more sustainable journey, hence strong support for rail investment to improve capacity and access to the rail network.
- There was strong support for making the city centre a better, more people focussed place, while also recognising the need to provide for pedestrians and cyclists across the city.
- Reducing congestion on busy junctions and reducing the environment impact of transport was considered important.
- People were open to change and wanted greater travel choices leading to considerable support for park & ride and a future mass transit system.

We have also worked closely with the West Yorkshire Combined Authority, who undertook a consultation on the West Yorkshire Transport Plan and the same time as the Leeds Transport Conversation, and will continue to work in partnership as we draw together the conclusions from this engagement.



TRANSPORT IN LEEDS: JOIN THE CONVERSATION
ON THE FUTURE OF TRANSPORT IN OUR CITY

Join the conversation online or pick up a copy of the survey at your local One Stop Centre or Community Hub

#LeedsTransport
<http://bit.ly/LeedsTransportSurvey>
Leedstransport@leeds.gov.uk



Transport and Economic Growth

Getting our transport system right in Leeds will support the city's growth, and open up opportunities for people, business and investment.

Leeds always had the potential to be a leading city on a global stage and now that potential is being realised regionally, nationally and internationally. Leeds has bounced back from the recession and is now growing strongly. Cranes are back on the skyline and major development projects are underway. Businesses across all sectors are investing, innovating and creating jobs.

LEEDS A CITY TRANSFORMED

Our city's growth has been predicated on, and in turn, shaped by our transport infrastructure. Leeds provides a strong historical illustration of how major investment in

transport infrastructure has resulted in the transformational economic growth of a city - from the completion of the Leeds Liverpool Canal in 1816, to the Victorians who secured the city's central position on the railway network, to our emergence as a 'motorway city' in the 1970s.

MAXIMISING SECTORAL STRENGTHS

Our transport strategy is closely linked to the City's growth strategy. Financial and professional services remain a cornerstone of the Leeds economy. Leeds is the second largest centre for knowledge based industries outside London. Over 400,000 people work in the city, and it is experiencing the highest rate of private sector jobs growth of any major UK city. The Leeds economy is now worth £20.4 billion each year and is recognised as the most attractive city in the north for inward investment. Leeds is a world leader in big data and health innovation, with the third largest manufacturing sector in the UK.



LEEDS TRANSPORT STRATEGY: INTERIM DECEMBER 2016

BUILDING ON OUR ASSETS

Substantial development has taken place with more than £4bn of schemes completed in the last 10 years. Key areas of growth include the city centre with developments such as Trinity, Victoria Gate and Wellington Place.

In addition, the City's South Bank has also expanded our perception of the city-centre, with the opportunity to double its size. Our Universities continue to grow.

Outside of the city-centre, areas of growth include the Enterprise Zone in the Aire Valley, Thorpe Park and the East Leeds Extension, Kirkstall Forge, White Rose, which is currently expanding its leisure offer and passenger numbers continue to increase at Leeds Bradford Airport. LBA is currently the UK's fastest growing regional airport.

TOURISM, CULTURE AND HERITAGE

Leeds is a great place to live and work, with major cultural attractions, and great countryside on our doorstep. We have Opera North and Northern Ballet and The Tetley – one of the newest art galleries. We know how to put on a good show. 2014 saw Leeds stage the grandest of Grand Départs when Yorkshire hosted the first stage of the Tour de France. We were also a host city for the Rugby World Cup in 2015 and Triathlon Series in 2016. The opening of the first direct arena has seen the city play host to numerous international music artists, and what's more the city is now bidding to become European Capital of Culture in 2023, which will see activities right across the district.

A CITY PLANNING FOR GROWTH

Looking forward it is clear that growth is set to continue with significant investment planned in both the city centre alongside further housing growth and the expansion of key employment sites through the Leeds Core Strategy. Leeds is at the heart of a £62bn city region economy which generates 5% of the UK's total economic output and it is at the geographic centre of the North of England's economy.

Against this background, delivering long-lasting and meaningful improvements to the city's transport infrastructure will be critical to its future success. The Council is clear that its economic and spatial plans should directly influence its transport plan – so that transport investment can be best tailored to meet current and future growth needs.



Victoria Gate
Image courtesy of Hammerson



Leeds First Direct Arena
Image courtesy of Hannah Webster



Leeds Kirkgate Market
Image courtesy of Andy Tryner



Trinity Leeds
Image courtesy of Trinity Leeds

Transport in Leeds today

Leeds is a growing and successful city. The city has bounced back strongly from the recession with job numbers now back to pre-recession levels, with more than 400,000 people working in the city and unemployment falling.

ROLE OF THE CAR

Travel by car is the dominant transport mode within Leeds accounting for 44% of journeys in 2011. This is the general trend across West Yorkshire with recent figures indicating that car traffic has returned to pre-recession levels with 7.7 billion vehicles miles by car across West Yorkshire in 2015.

Such traffic has resulted in the roads in Leeds being congested, constraining potential job opportunities as people struggle to get into the city centre or to other key employment sites. Improving road safety for all who use the roads remains a priority.

INCREASE DEMAND FOR RAIL

Commuting patterns are changing. From 1971 to 2011, the number of cross-boundary commuting journeys between local authority districts has increased three fold, from 121,000 to 355,000 trips. Cross boundary travel now represents 37% of all commuting in West Yorkshire. Rail is the predominant cross boundary public transport mode, accounting for 71% of cross boundary commuting in 2011.

Rail in Leeds also plays a key role in linking businesses, workers and households to a range of economic and social opportunities. The recent success of rail in Leeds is shown by the patronage growth between 2001 and 2011 with an 8% growth in commuting by train to Leeds city centre. However, the rail network faces challenges with their severe crowding on trains to Leeds and insufficient car parking at rail stations.

BUSES ARE VITAL FOR EVERYDAY TRAVEL

With a lack of suburban rail network buses are a crucial component of the Leeds transport system. They help link people to jobs, education, training, shopping and vital health services. Moreover, they are an effective tool of social policy providing social inclusion for

disadvantaged groups, the jobless with access to work and young people to education and training opportunities.

The cost of using public transport has risen faster than inflation with the average rail fare in West Yorkshire increasing by 26% between 2011 and 2015, during which the Consumer Price Index grew by only 7.4%. Alongside uncompetitive bus journey times, and the challenge of serving dispersed trip patterns – these are likely reasons for the fall in bus use for commuting trips to Leeds city centre of approximately 8% between 2001 and 2011.

FREIGHT

‘Just in time deliveries’ and the impact of on-line shopping are changing the nature of freight deliveries. Rail and water can play an important part in reducing the traffic on the roads.

POOR AIR QUALITY

Traffic congestion exacerbates emissions of air pollutants, greenhouse gases and noise. Levels of NO₂ in West Yorkshire are the third worst in the country and in Leeds, the annual mean emissions of PM₁₀ and PM_{2.5} have been found to be above World Health Organisation guidelines.

POPULATION GROWTH

Traffic levels and journey times are forecast to increase with housing and employment growth. Forecasts suggest the Leeds population could grow by up to 15% by 2028, making it imperative that plans are made now to ensure the city can effectively manage and embrace these forecasted changes.

HISTORIC UNDERINVESTMENT

Public expenditure on transport in Yorkshire and Humber in 2013-14 was £1.48 billion, the fourth highest after London. However, this equated to expenditure of £256 per capita, a little more than half of the £466 received by London. Around 45% of government investment in transport in England was spent in the south-east in 2013-14. This was not a one-off differential, but is symptomatic of decades of under-investment in West Yorkshire.

Key Transport Challenges for Leeds

Like other growing cities, Leeds faces a number of significant challenges, including improving air quality, linking people to services and employment, and increasing the numbers of people choosing public transport.

TRANSPORT AND ECONOMIC GROWTH

Transport proposals must be closely aligned to supporting the economic growth of the city. Our proposals must recognise the importance of Leeds City Centre as an economic hub, Leeds Station as the busiest station in the North of England, which is expanding rapidly, together with growth points such as the Enterprise Zone, Thorpe Park and Leeds Bradford Airport.

CONNECTED COMMUNITIES

The city must respond to community needs by connecting neighbourhoods, linking people to services and recognise that transport is a vital service that needs to be accessible for all. The 2011 census showed 32% of households in Leeds have no car and as such public transport is essential to provide travel choices for a larger proportion of Leeds residents. We must find ways to improve place-making where transport infrastructure severs communities and dominates district centres.

EFFICIENT MOVEMENT OF PEOPLE

The city needs to make a step change in the number of people using public transport. Current data indicates that only 18.5% of residents travel to work by public transport. Focusing on the city centre, 43% of commuters use public transport and 46% use car, with the remainder using active modes (walking and cycling). Examples from other core cities show a greater proportion of public transport and active modes can be achieved with the right investment.

SEAMLESS INTEGRATION

With different modes of transport and different operators, we must work harder to provide a seamless journey for people with proper integration of ticketing, information and service provision.

AIR QUALITY

The city must make a rapid improvement in air quality and meet its legal obligations by 2020. Therefore the strategy also needs to align with wider council objectives such as improving air quality as highlighted in The Director of Public Health: Annual Report 2016.



Leeds at the Heart of the City Region and the North

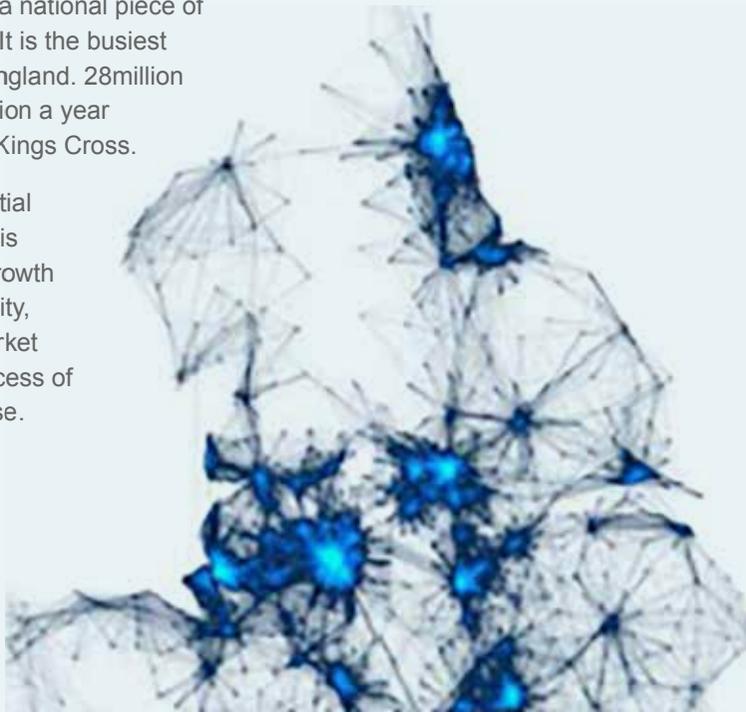
A GLOBAL NORTHERN POWERHOUSE

Leeds City Region is at the heart of the country. Geographically it sits in the middle, at the cross roads of London, Edinburgh, Liverpool and Hull. It is at the centre of our national transport networks – from East Coast Mainline and TransPennine to the M1 and M62.

Our distinctiveness as a city region is that we are made up of many diverse economic hubs. Excellent connectivity is key for the city region to reach its full potential, ensuring the region can work effectively together, and each add value so that the sum of our parts is greater – with distinct towns and cities joining to form a single economy. We are fully supportive of the work of Transport for the North to reduce journey times and increase capacity and frequency between the largest cities - the Northern Powerhouse starts here.

The renaissance in rail travel is well under way. Leeds railway station is a national piece of transport infrastructure. It is the busiest station in the North of England. 28million passengers use the station a year which is comparable to Kings Cross.

We see rail as an essential element in supporting this economic activity and growth as it improves connectivity, opens up the labour market and is critical to the success of the Northern Powerhouse.



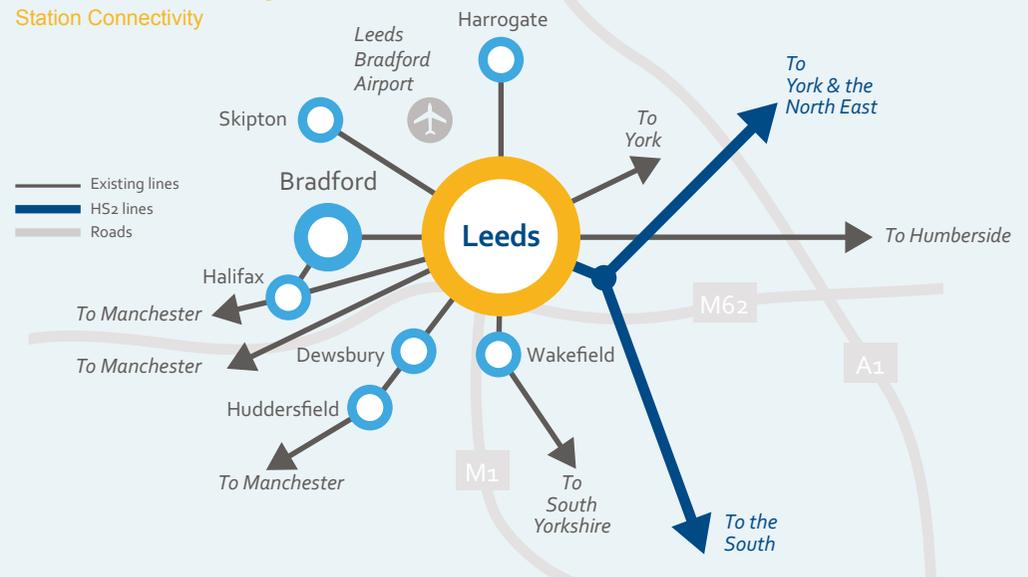
A WORLD CLASS CONNECTED CITY

HS2 is a new north to south rail line that connects eight out of ten major UK cities. It will be one of the largest public infrastructure projects ever undertaken in the UK and will have long-lasting implications for how people will travel.

With the arrival of HS2 to Leeds city centre, it is important that the city can provide a transport network that enables efficient onward connectivity. HS2 and Northern Powerhouse Rail opportunities will signify a step change in the provision of transport in the North and in the connectivity to Leeds. This fundamental change will transform how the city connects to the rest of the UK.

Already the busiest station in the north of England – passenger numbers using Leeds station are forecast to more than double over the next thirty years, reaching a level similar to those at Gatwick airport. As a major transport hub for the city, Yorkshire and the wider north of England as a whole, we need to plan for significant future growth in rail use into Leeds and across the city region.

Visualisation of Leeds Integrated Station Connectivity



Leeds Station – A World Class Gateway

An Integrated 'T' shaped station in Leeds will accommodate HS2, Northern Powerhouse Rail and local and regional services, we have commissioned an Atkins led consortium, made up of a group of leading global design, engineering and project management consultants, to develop the masterplan for Leeds Station to create a distinctive modern destination and fully integrated national transport hub.

We are also working with the West Yorkshire Combined Authority to commission the development of a HS2 growth strategy that will provide an economic assessment of the additional interventions needed to maximise the benefits of HS2, including options for funding. The Council is keen to see progress before HS2 arrives and this part of the investment package and longer term strategy will support better interchange within the city centre.

Approaching from the south, with HS2 platforms reaching directly into existing Leeds station, creating a common concourse between services



 28 MILLION DAILY PASSENGERS COMPARABLE WITH LONDON KINGS CROSS

 114% INCREASE IN PASSENGER NUMBERS OVER NEXT 30 YEARS



A World Class City Centre

OUR VISION

From the transport conversation there was strong support to take through traffic out of the city centre and to make the city streets more conducive to walking and cycling for a Liveable and Healthy Leeds.

Many of the public transport arrival points in Leeds are located in iconic streets with a strong historic, cultural and architectural background. These arrival and departure points should link to Leeds Station, to be Hs2 ready, reflect our 'Best City' aspirations, enhance the public realm and improve the customer experience.

WHAT IS HAPPENING NOW

The West Yorkshire plus Transport Fund City Centre Package will enable the creation of a world class gateway through the closure of City Square to vehicular traffic by 2021 (with the exception of buses, taxis and cyclists). As well as creating a HS2 ready site, this package will reduce the impact of through traffic across the city centre by infrastructure improvements to Armley Gyratory, the Inner Ring Road and the M621. Alongside changes to the highway infrastructure in the South Bank this will provide a further catalyst for this key regeneration area of the city.

City Square is one of the busiest pedestrian nodes in the city, forming a pivotal role in connecting the rail station to the office, retail and civic quarters, as well as providing a route to the arena and the universities from the station. It will also be one of the main

routes into to the north of the city from the HS2 station. A redesigned City Square will provide an iconic arrival gateway providing seamless connectivity to the city and the city region, complementing the world class design of the Yorkshire Hub Station.

DEVELOPING HIGH QUALITY TRANSPORT HUBS

There are a number of important places across the city centre that we need to develop which we will set out more clearly in the transport strategy next year. Simplifying the road layouts to reduce congestion, upgrading the pedestrian environment and redesigning stop infrastructure will deliver improvements at the following key gateway locations in the shorter term;

- **The Headrow** – key east west corridor in the city centre fronting Leeds Town Hall through the heart of the retail area.
- **Infirmity Street / Park Row** – primary Leeds station gateway and links to business district, civic quarter, hospital and universities.
- **Vicar lane / Boar Lane / Lower Briggate** - Gateway to and links between retail core, markets, South Bank and Leeds Station.

Improving the quality of the city centre transport network will increase the proportion of commuters travelling by public transport, walking and cycling. This is a key element of our long term strategy, alongside interchange in the city centre an essential component to successfully delivering the benefits of HS2 and Northern Powerhouse Rail across the district and city region.



Transforming the Bus Network

OUR VISION

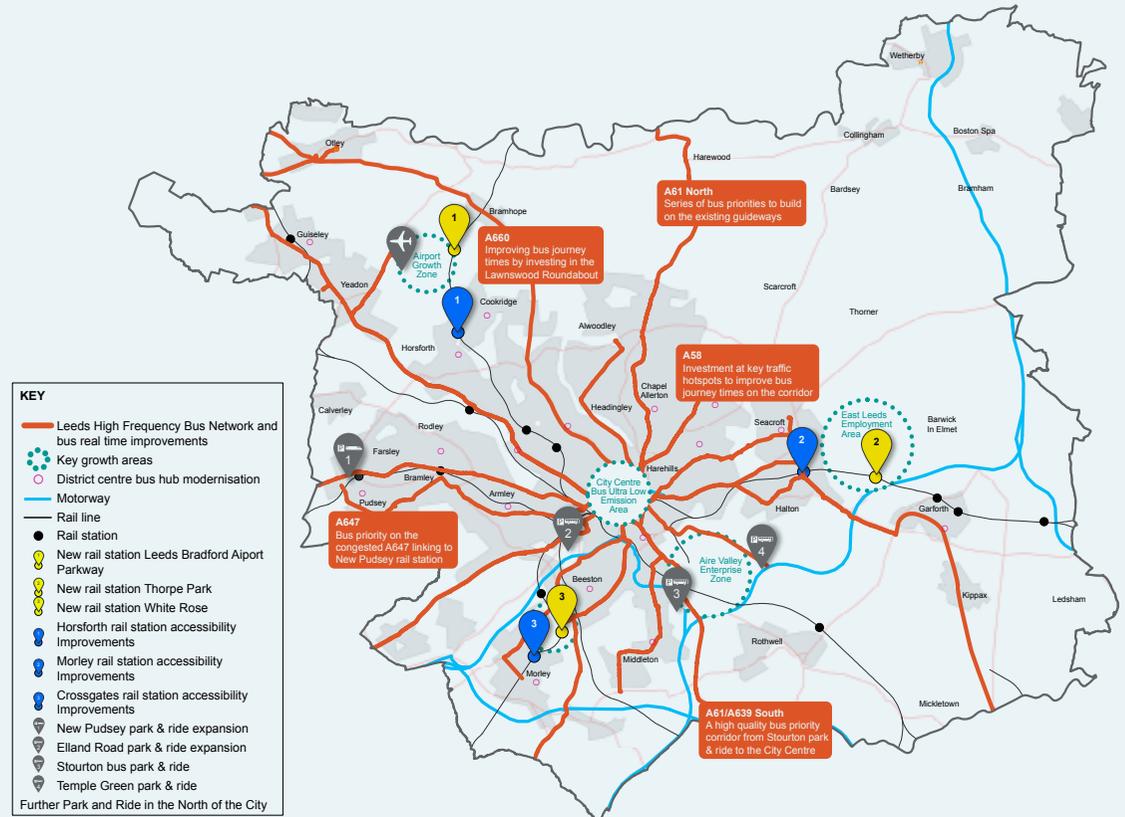
Buses are an essential component of the network and are the most used form of public transport with 15% of Leeds working residents travelling to work by bus (compared with 3.5% using the train). They also provide a vital service to those without car and if we are to reduce congestion and improve air quality we need to increase the number of people choosing to take the bus.

It is very clear from the Transport Conversation debate to date that for many communities across the district the bus will remain a critical and fundamental element of the transport strategy for years to come. There was also considerable support for park & ride to increase the bus offer in the city.

Our aim within 10 years, is for Leeds to have an exemplar public transport service with patronage double the current level. To do this we need to be bold with our decisions and prioritise bus users. The bus network must fundamentally change with significant investment, both public and private, to reverse the downward trend in patronage by introducing fast, high quality, reliable, frequent and relatively low cost services. The strategy will set out more details about how we can achieve this.

WHAT IS HAPPENING NOW

Quality bus corridors and bus prioritisation are already supporting more reliable bus journeys such as the A65 corridor. We have started a programme of park and ride including the hugely successful Elland Road and soon to be open Temple Green. We are also working with bus operators on a West Yorkshire Bus Strategy and short term improvements to the network.



LEEDS TRANSPORT STRATEGY: INTERIM DECEMBER 2016

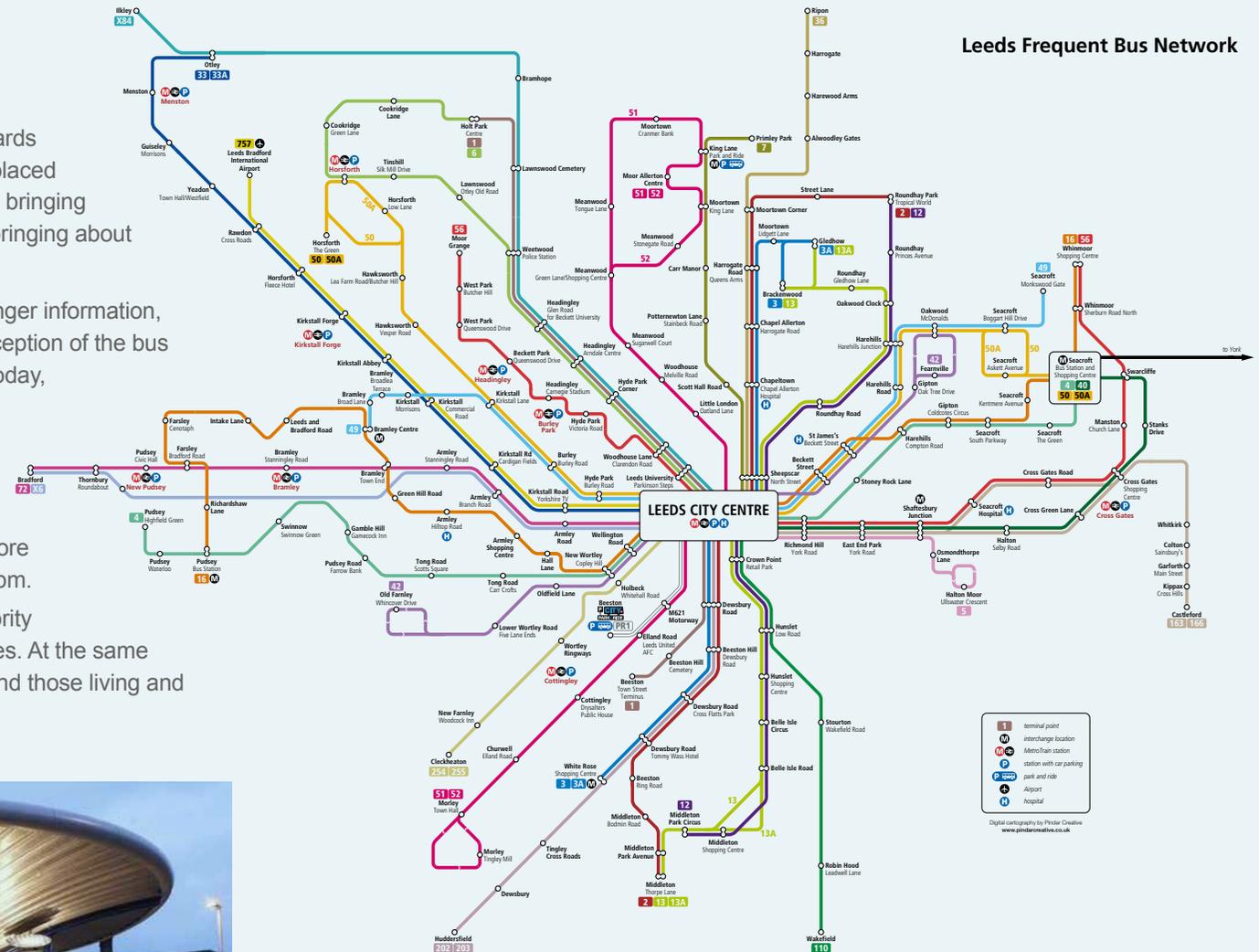
DEVELOPING A BETTER BUS EXPERIENCE

The Leeds Public Transport investment Programme with additional investment from the bus operators will make a significant start towards this aim. Within 3-5 years, the majority of buses will have been replaced by new high quality, low emission vehicles, many of them ultra-low, bringing about a step change not only in the quality of the service but also bringing about significant improvements to air quality in the city.

Combined with class leading improvements in ticketing and passenger information, bus priority measures, high quality transport hubs, the public's perception of the bus services within Leeds will be totally unrecognisable from those of today, thanks to a new, revitalised and enhanced relationship with all bus operators across the city. As a first step, the Leeds Public Transport investment Programme with additional investment from the bus operators will deliver:

- A new Leeds High Frequency Bus Network – over 90% of core bus services will run every 10 minutes between 7am and 8pm.
- Reduced bus delays through signal technology and bus priority measures, reduced waiting times and improving stop facilities. At the same time the streetscape environment for pedestrians, cyclists and those living and working along the corridor will be improved.

Leeds Frequent Bus Network



- Enhancements to existing and additional strategic bus park and ride sites.
- Re-connecting communities – a consultation led review of community connectivity needs will adapt the low frequency, tendered network in response to this and fund or pump prime community led solutions.
- Modern, integrated real time infrastructure to over a third of the network.
- New buses that meet Euro 6 Air Quality standards and offer a better passenger experience by 2020.

Connected Neighbourhoods

OUR VISION

Excellent transport links to the district's centres for residents are critical to a healthy and liveable Leeds. Through a quality public transport network alongside excellent walking and cycling routes we want everyone to be able to access employment, leisure, shopping, education and health facilities. Active travel is an essential element of an integrated transport system, our future strategy will provide facilities at transport hubs for walking and cycling so that end to end public transport journeys are as seamless and efficient as possible.

Good connectivity plays a vital role in supporting attractive, legible and welcoming district centres and quality local environments - where people feel safe, social interaction is encouraged and local pride is fostered.

To build on this our long term transport strategy will make district centres more walking and cycling friendly. Transport provision which links areas of social deprivation to jobs and opportunities of a prosperous city centre is also central to our vision.

Improving local accessibility through an excellent public transport offer is also a key element of Leeds being an age friendly city. Whilst ensuring that people with disabilities have access to the transport network is an important part of Leeds being an equitable city.



WHAT IS HAPPENING NOW

We are already delivering safer streets through 20 mph zones, and implementing our Safer Road Action Plan. We consulted on a cycling strategy in 2016 and will be setting out our strategy next year, this will build on the investment in City Connect - high quality cycling infrastructure.

DEVELOPING A QUALITY ENVIRONMENT FOR WALKING AND CYCLING

Excellent walking and cycling routes are required alongside improvements in public transport. By investing in public transport and reducing the impact of traffic in our districts centres we will also become a more child friendly and healthy Leeds, where more young people can walk and cycle to school safely. Investment in safer, more pleasant streets as well as walking and cycling training will encourage many more local journeys to be made by sustainable modes.

The future transport strategy will set out how we will give greater priority to pedestrians and cyclists and a new integrated approach to street design.

Within the Leeds Public Transport Investment Programme we will improve access to transport hubs, particularly within the city centre which large numbers of people are using on daily basis, and improve the environment for cyclists and pedestrians where we are improving priority for buses.



Smart Cities, Technology and Information

OUR VISION

It is also important that the strategy is not just focussed on infrastructure improvements. Open data can support the development of more innovative apps to support the end to end journey of passengers, the digitalisation of the rail network can increase capacity and new technologies can change the impact of transport on the environment.

FUTURE PROOFING FOR A LONG TERM STRATEGY

The strategy has to be alive to future opportunities and try and assess their impact on what action is taken in the now. Seizing the opportunity will be a key part of our future Leeds transport strategy.



Towards Leeds Transport Strategy

WORKING WITH OTHERS

We welcome the support of our partner organisations in the bus and rail industries and with West Yorkshire Combined Authority, Transport for the North and Government in the improvement of transport in Leeds. A strong consensus is also required locally to help with an efficient and smooth delivery process and we call upon all those involved to back this approach so we can secure the funding from DfT now for the Leeds Public Transport Investment Programme and continue to make the case for further investment in the future.

In particular, we will work with partners to deliver the interventions as quickly as possible once we have secured the funding from DfT. Also, our ambition remains to have a system that can transport large numbers of people through the city. We will work closely with the West Yorkshire Combined Authority to develop Mass Transit proposals, learning the lessons from NGT.

We thank all those people who have engaged with us about the future of transport in Leeds and look forward to continuing the conversation. We particularly thank the members of our Independent Panel and our Cross-party Members group for their ongoing support and challenge.



Towards Leeds Transport Strategy

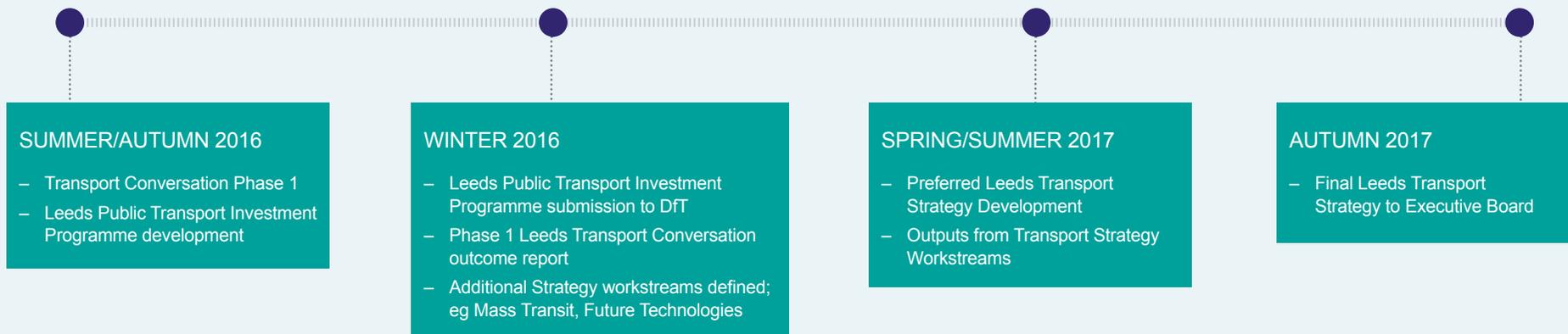
NEXT STEPS

The table below shows the next keys milestones, including the submission to DfT of our proposal, further conversation with the city about specific challenges and schemes and the development of our future transport strategy for the next 20 years in 2017.

The tables on the following pages provide an overview of planned major transport schemes within Leeds. Schemes already prioritised in the West Yorkshire plus Transport Fund, alongside the Leeds Public Transport Investment programme together with existing major transport schemes such as City Connect, Kirkstall Forge station and NGT, represent a significant transport investment planned by 2025.



LEEDS TRANSPORT STRATEGY ACTIONS 2016–17



Delivering our vision: Leeds major transport schemes

With a focus on delivery in the short to medium term, the Council alongside our partners are currently progressing a number of strategically important major transport schemes across the city.

21st CENTURY LEEDS: RECENTLY COMPLETED

		Timescale	Funding
	Elland Road Park and Ride Major investment towards an integrated Park and Ride Strategy for the city.	Open	Funded
	Temple Green Park and Ride Providing a viable alternative for car commuters to reach the city centre.	2017	Funded
	Quality Bus Corridors A65 Quality Bus Corridor enhanced bus priority, complementing previous investment on the A61 Scott Hall Road, the A64 and A63 in east Leeds.	Open	Funded
	Local Pinch Point Schemes Orbital improvement signalisation schemes at Thornbury, Rodley and Horsforth to support housing growth.	Open	Funded
	Leeds Station Southern Entrance A new entrance to Leeds Station from the South Bank.	Open	Funded
	City Connect 1 23km of segregated cycle superhighway connecting Bradford to east Leeds via Leeds city centre.	Open	Funded
	Leeds Rail Growth Package Two new stations at Kirkstall Forge and Apperley Bridge with associated car parks on the electrified Airedale and Wharfedale lines.	Open	Funded
	M1 Junction 44 Highways England improvement scheme to the strategic road network.	Open	Funded
	Leeds Inner Ring Road Major Maintenance Scheme A programme of essential maintenance work will ensure the continued availability of the critical Woodhouse tunnel.	2016	Funded

21ST CENTURY LEEDS: THE NEXT SEVEN YEARS

Timescale Funding

	Leeds Station Masterplan A series of improvements to Leeds Rail Station, including improvements to the station entrance, Bishopgate St, Aire St and New Station St.	(Phase 1) 2016	Funded
	City Connect 2 City centre cycling connectivity supported by a cycling strategy for further investment in cycling infrastructure.	2018	Funded
	WY+TF City Centre Package Closing City Square to general enabling the reduction of through traffic in Leeds city centre through infrastructure improvements to the M621 and Armley Gyratory and the South Bank.	2021	WY+TF
	Leeds Bradford Corridor A package of measures to improve journey times and reliability for public transport and other road users along this corridor.	2021	WY+TF
	East Leeds Orbital Road ELOR will unlock the East Leeds Extension housing developments through a proposed dual carriageway road from M1 Jn 46 to the A6120.	2021 TBC	WY+TF
	Airport surface access Improvements Airport road improvements to facilitate the managed growth of the airport and reduce traffic levels on local roads. (See enhanced rail package below)	2023	WY+TF
	Bus Network Transformation Comprehensive bus priority measures. 2000 new park and ride spaces. 284 low emission smart enabled buses with real time information at 1000 stops. Improved transport interchange facilities at district centres.	Significant delivery by 2021	Leeds Public Transport Investment Package (TBC)
	World Class City Centre Simplifying the road layouts to reduce congestion, upgrading the pedestrian environment and redesigning the interchange infrastructure at key points in the city centre.	Significant delivery by 2021	Leeds Public Transport Investment Package (TBC)
	Enhanced Rail Package Development work towards 3 new rail stations at Leeds Bradford Airport Parkway, White Rose and Thorpe Park . Cross Gates, Morley and Horsforth made accessible. Additional spaces at New Pudsey Rail station.	Significant delivery by 2021	Leeds Public Transport Investment Package (TBC)
	Local Development Framework Site Allocations To enable housing development across the district through a package of measures which improve journey times and reliability for public transport and other road users.	2016 to 2026	Unfunded
	Low Emission City Infrastructure Low Emission Strategy alongside investment in new technologies and infrastructure seizes the opportunities to be at the forefront of technology innovation.	TBC	TBC



Looking to the future to deliver our transport vision for Leeds as a 21st century city – working in partnership with the West Yorkshire Combined Authority, we will seek to secure funding through a devolution deal which brings new levels of investment to the city and city region.

Across Highways and Transportation we will continue to work to make roads and pavements in Leeds as efficient, safe and well maintained as possible through the following key measures:

21st CENTURY LEEDS: LOOKING TO THE FUTURE



HS2 & South Bank Masterplan

Creating a HS2 ready site which maximises the benefits of the arrival of HS2 in 2033.



21st Century Mass Transit System

Integrated Mass Rapid Transit System for the City and the City Region.



Leeds Inner Ring Road Long-term Strategy

Given the strategic importance of the LIRR, with significant and costly on-going repairs, a long term strategy for this urban distributor is needed.



Aire Valley Integrated Transport package (Phase 2)

Highway improvements to access development areas in the Leeds City Region Aire Valley Enterprise Zone (post 2022).



Leeds Dewsbury Corridor

A package of measures to improve journey times and reliability for public transport and other road users along this corridor (post 2022).



Leeds A6110 Outer Ring Road

Highway improvements package for the A6110 from M621 J1 to the A647 Stanningley bypass (post 2022).

21st CENTURY LEEDS: WHAT WE WILL KEEP ON DELIVERING

Network Efficiency

Urban Traffic Management control maintains network efficiency across Leeds through signals linked to the central control computer, utilising signals to deal with localised problems.

Highway Maintenance

Highways across the city will continue to be invested in through a programme of resurfacing and footway maintenance, ensuring that residents and visitors will benefit from convenient and reliable journeys on the highway network.

Road Safety Casualty Reduction

- An annual programme of road safety education, training and publicity campaigns
- Provision of pedestrian skills and Bikeability training.
- A programme of 20 mph zones for residential streets across the district.
- Provision of safe pedestrian crossing facilities through physical measures to reduce the likelihood of collisions in response to community concerns and accident data.
- Analysis of road traffic injury data to provide safety cameras at junctions with a high road traffic casualty record alongside the West Yorkshire Casualty Reduction Partnership.

Influencing Sustainable Travel Behaviour

- Through the promotion of School Travel Plans we will implement a range of measures and initiatives including safer routes to school, walking buses, cycling facilities and scoot to school scheme.
- Workplace Travel Plans, to promote sustainable travel to new developments.

Accessibility and Mobility

Provision of dropped kerbs and parking bays for blue badge residents, and addressing diverse issues of accessibility for disabled people across the district.



Appendix C

Leeds Transport Conversation: Events and Engagement

Events	Timings	Format
Governance		
Cross Party Members Group	6 th , October, 10 th November, 15 th December	Presentation and discussion
Leeds Transport Expert Advisory Panel	27 th Oct, 24 th Nov	Presentation and discussion
Sustainable Economy and Culture Board	17 th October	Presentation and discussion
Districts meetings Kirklees Bradford Calderdale	14th September 13th October 28th October	Meeting
Leeds District Consultation Sub Committee	10 th October	Meeting
WYCA Transport Committee	9 th December	Meeting
Community Committee meetings		
Outer North West: Yeadon Town Hall	5 th September	Presentation, question and answer
Outer East: Kippax Band Social club,	6 th September	Presentation, question and answer

Inner South: Hunslet Methodist Church	7 th September	Presentation, question and answer
Inner East: Leeds East Academy, Seacroft.	8 th September	Presentation, question and answer
Outer North East: Civic Hall	12 th September	Presentation, question and answer
Inner North East: RJC Dance Studio	19 th September	Presentation, question and answer
Outer South: Morley North (TBC)	Cancelled attendance	
Inner North West: Woodsley Community Centre,	22 nd September	Presentation, question and answer
Community Committee Workshops		
Outer East: Kippax Band Club	6 th September	Workshop with presentation and question and answer
Inner North West: Woodsley Road Community Centre	22 nd September	Workshop with presentation and question and answer
Outer West: Pudsey Leisure Centre,	28 th September	Workshop with presentation and question and answer
(Outer East) Neighbourhood meeting for Halton Moor & East Osmondthorpe	4th October	Workshop with presentation and discussion
Outer North West Community Committee Transport Sub Group: Civic Hall	6 th October	Presentation and question and answer
Inner West: Milford Sports Club, Kirkstall	12 th October	Workshop with presentation and question and answer
Outer North East: One Town and Parish Council Forum Shadwell Independent Library	13 th October	Presentation, question and answer
Temple Newsam Communities Together : Christ Church, Chapel St, Halton,	13 October	Workshop with presentation and question and answer

Inner North East: Reginald Centre	20 th October	Drop-in followed by workshop with presentation and question and answer (5-7pm)
Inner South: Civic Hall	1 st November	Workshop with presentation and question and answer
Inner East : 20 Vinery Terrace, off York Road	2 nd November	Workshop with presentation and question and answer
Outer South: Alexandra Hall, Morely Town Hall	3 rd November	Workshop with presentation, question and answer
Outer North West: Community Committee: Horsforth	8 th November	Workshop with 3 presentations, question and answer
Community Committee Forums and sub groups		
Burmantofts and Richmond Hill Community Leadership Team	13th September	Presentation and discussion.
Armley Forum	20 th September	Presentation, question and answer
Cross Gates Forum Barnbow Inn Meeting Room	12 th October	Presentation, question and answer
Whinmoor Forum: Fieldhead Community Centre	18 th October	Presentation and discussion
Inner North West – Planning sub group	9 th November	Presentation, question and answer
Swarcliffe Forum, Swarcliffe Community Centre	14 th November	Presentation and discussion
City Wide		
Transport Summit	10 th June	Workshop
Stakeholder workshops	15 th September and 20 th September	Workshops

Civic Trust	May/ 1 st December	Meeting
Millennial's Forum	22 nd September	Joint Workshop with WYCA
Leeds Citizens	19 th July	Meeting
Leeds Sustainable Development Group Tetley	16 th September	Presentation
Joseph Rowntree	9 th November	Meeting
Canal and River Trust/ Freight by water	21 st October	Presentation
Business		
Chamber of Commerce	28 th June, 15 th July	Meeting
Chamber of Commerce	8 th Sept,	Meeting
Federation of Small Business	25 th July	Meeting
Harrogate Chamber	12 th August	Meeting
Transport business and groups		
Cycle Forum	13 th October	Meeting item/ presentation
Operator Group	5 th October	WYCA Meeting – agenda item
Small Operators meeting	20 th September	WYCA Meeting- agenda item

Arriva	30 th August	Joint meeting with WYCA
First	31 st August	Joint meeting with WYCA
Transdev	31 st August	Meeting
Motorcycle group	12th September	Meeting
Cycling Forum	13 th June and 14 th October	Meeting/ presentation
Bike Plus	21 st July	Meeting
Youth and Older peoples Groups		
Youth Group - South Leeds	14 th November	Workshop
Youth Group- Swarcliffe	27th October	Joint Workshop with WYCA
Older People Forum- Moor Allerton Elderly Care	28 th October	Workshop
Older People Forum -Richmond Hill Elderly Action	7 th November	Workshop
Dementia Friendly – Older Peoples Forum		Contact
Access Groups		
BME Hub	6th September and 17 th October	Meeting
Disability Hub	8 th September	Meeting item
LGBT* Hub	16 th August	Meeting item

Hub Reps Network	17 th August	Meeting item
Age Hub		Circulated to 120 members
Deaf Forum	16th November	Presentation and discussion
Access and Use-Ability Group	25 th August and 16 th November	Meeting
Forum Central - a partnership of 4 third sector networks: PSI Network, Tenfold (learning disabilities), Leeds Older People's Forum and Volition (mental health)	7 th September	Workshop (held in conjunction with WYCA)
Best City to Grow Old in Breakthrough Project Management Board	Board meetings	Raised at meetings and the Conversation publicised through internal newsletters
Forum Central Collective voice for health and social care 3 rd sector Leeds		300 organisations contacted
Equalities Assembly Conference, Civic hall	2 nd November	Stall, drop in
Other City Consultations		
Morely Hub Consultation event	18 th August	Drop in
WYCA Transport and Bus strategy events	19 th July – 21 st October	20 joint drop ins attended by LCC
South Bank consultation	August- November	Drop ins attended by LCC for Transport Conversation
Culture Strategy	27 th August	Meeting

City Connect	August	Drop ins attended by LCC for Transport Conversation
--------------	--------	--

Leeds Transport Conversation

EXECUTIVE SUMMARY – December 2016



Executive Summary

Introduction

Leeds City Council, in partnership with WYCA, are developing a longer term strategic approach to transport in the city, through a conversation initiated by the Transport Summit (10th June 2016). This first phase is focused on securing the promised £173.5m from the Government before the end of the year and sits within a wider context of the £1 billion of transport schemes, identified through the Transport Fund. Progression of the Transport Conversation and Transport Strategy spend is to be reported to Executive Board on the 14th December, with a subsequent Department of Transport submission.

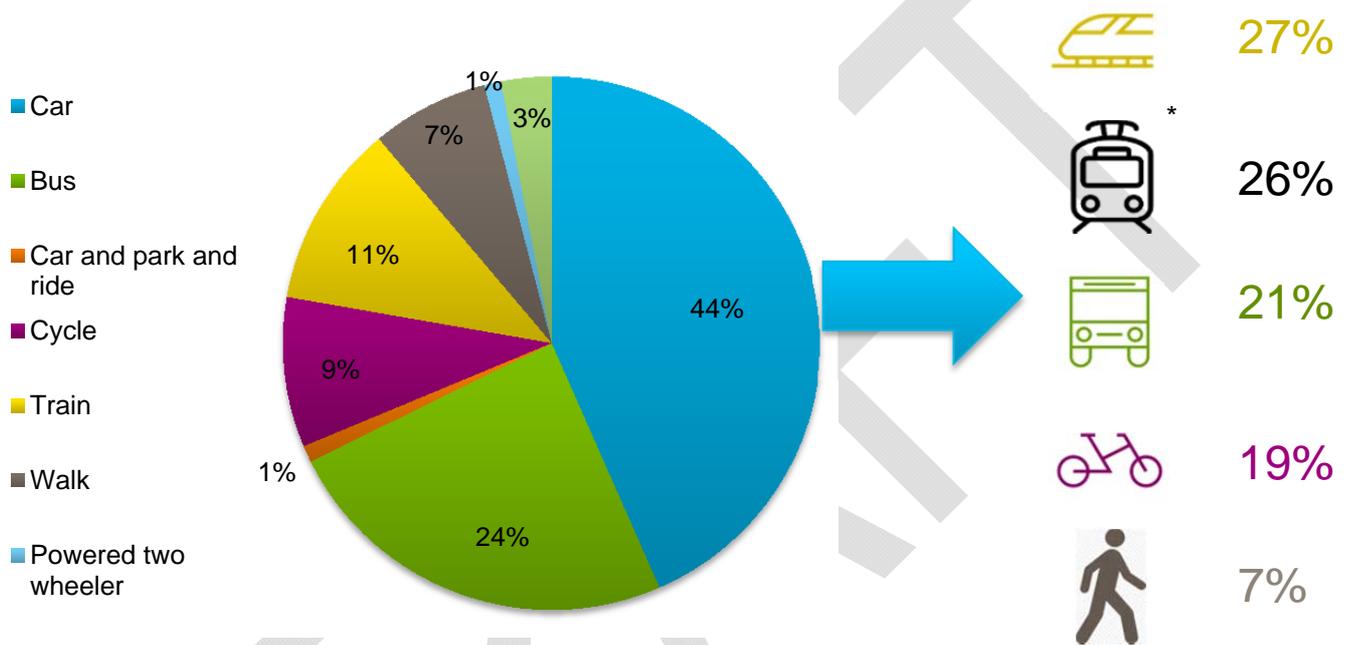
The Key dates and Activities: Phase One	Transport Conversation: Summary of Key Activities
<ul style="list-style-type: none"> • Transport Summit: 10th June. • Two stakeholder workshops: 15th/ 20th September. • Launch of online questionnaire: 2nd August – 11th November. • Child Friendly questionnaire: 16th September – 11th November. • Community Committee presentations: September/October. • Community Committee Workshops: September/October/ November. • Younger people/older people/ Physical and Sensory Impairment Network and other workshops: September/October/ November. • One to ones and meetings – July/August/September/October/November • WYCA Bus Strategy and Single Transport plan consultation: 18th July - 21st October. 	<ul style="list-style-type: none"> • Over 15 workshops • Over 25 presentations and discussion • Over 30 meetings • Over 25 drop Ins • Over 370,000 postcards distributed • Over 1500 paper copies distributed • Over 120 emails and letters received • 8169 responses to the Transport Conversation Questionnaire • 136 responses to the Young Person's Transport Conversation questionnaire

This executive summary primarily highlights the key findings from the Transport Conversation Questionnaire. Unless specified otherwise the results shown are from this survey. Key themes raised in the workshops and meetings are highlighted where appropriate: where this is the case these groups are collectively referred to as 'Stakeholders'.

Current modes used

Most respondents (84%) stated they travelled to work, of which 43% currently travel to work by car, 24% by bus and 11% by train. Respondents were asked how they would prefer to travel to work. Just over half (51%) of those who usually drove to work wanted to change to a more sustainable mode, of which, the preferred alternative mode was train (27%) or tram (26%)*, even though Leeds does not currently have a light rail option. This is illustrated below.

Figure 1: Mode currently used to work and mode car users would like to use

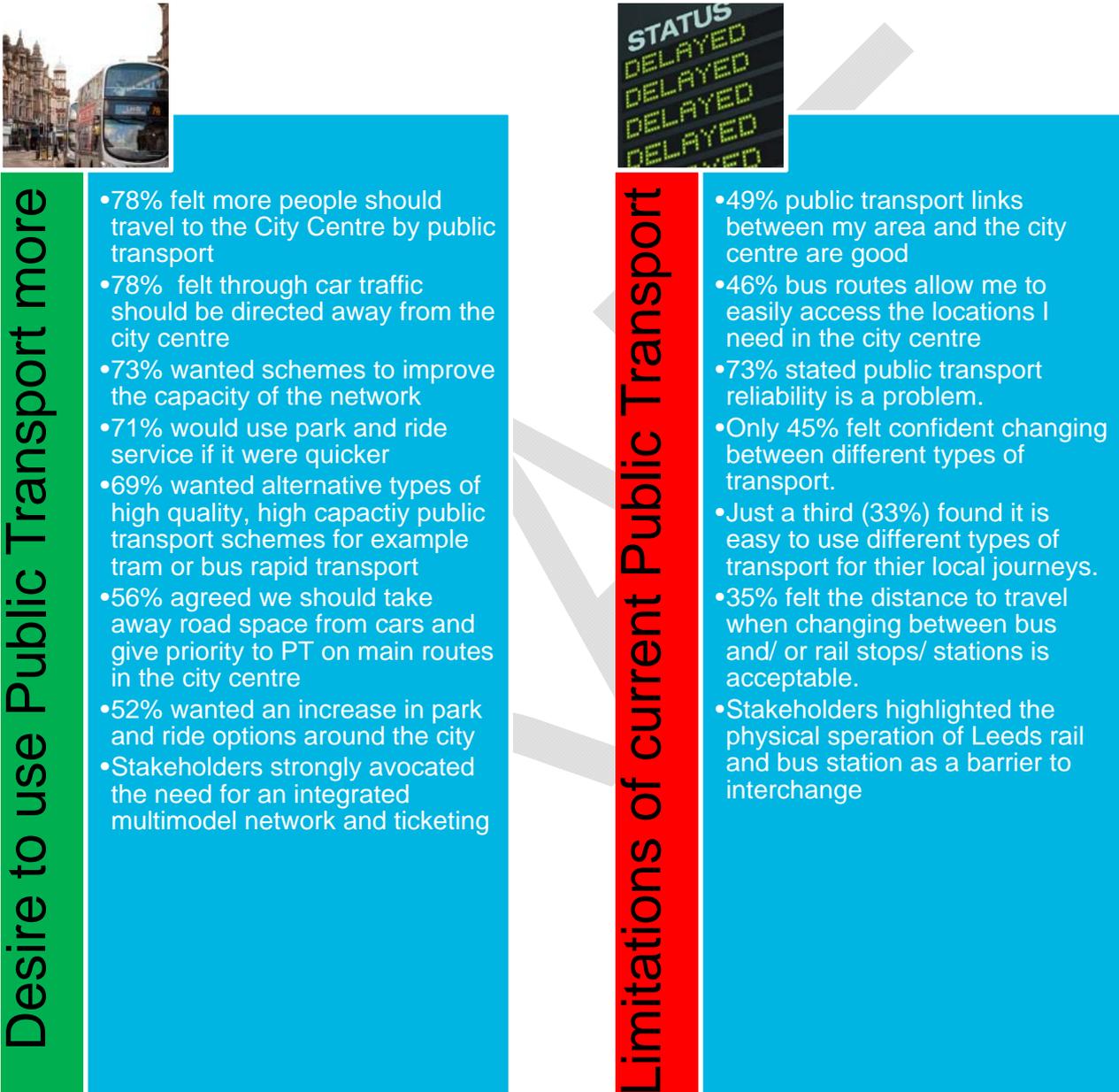


Respondents were asked to rate their usual mode of transport for work. Car users generally rated their journey as good particularly for comfort and safety (93%). Those using public transport however were less likely to rate their journey as good with less than half of those that used the bus to travel to work giving a positive rating. In particular, bus users were unhappy with their overall door to door journey with just (24%) rating it as good or very good. Train users were happier with the door to door journey (57%) but only 23% were happy with the cost of their journey.

Mode	Comfort and Safety	Cost	Door to Door Journey
Bus	49%	34%	27%
Car	93%	58%	64%
Train	54%	36%	60%

Travelling by Public Transport

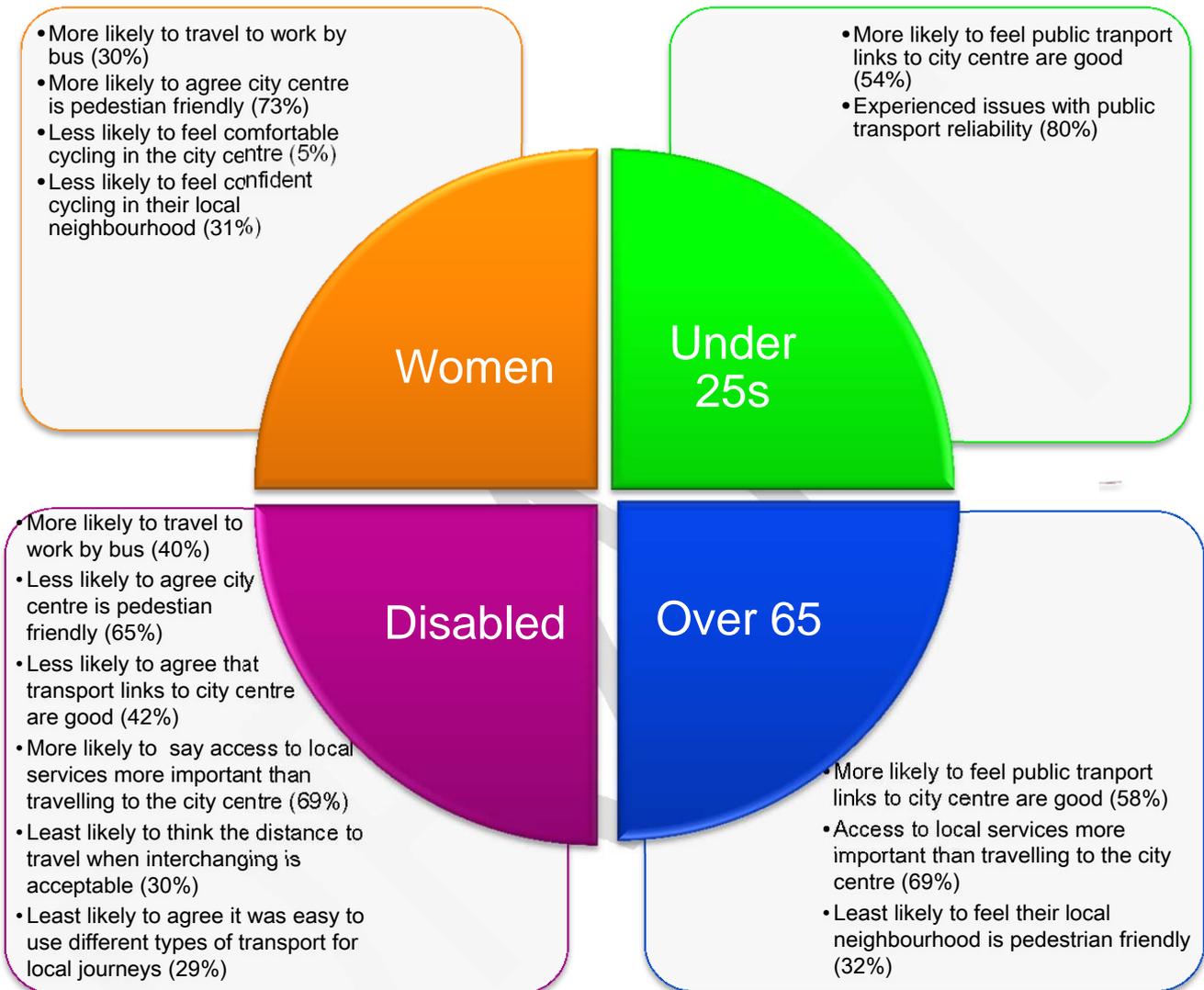
Respondents wanted to use public transport more, particularly when travelling to Leeds City Centre.



Accessing local services (e.g. shops, doctors, community centres) was more important than travelling to the city centre for half of respondents (50%) being especially important to older people (69%) and disabled people (63%).

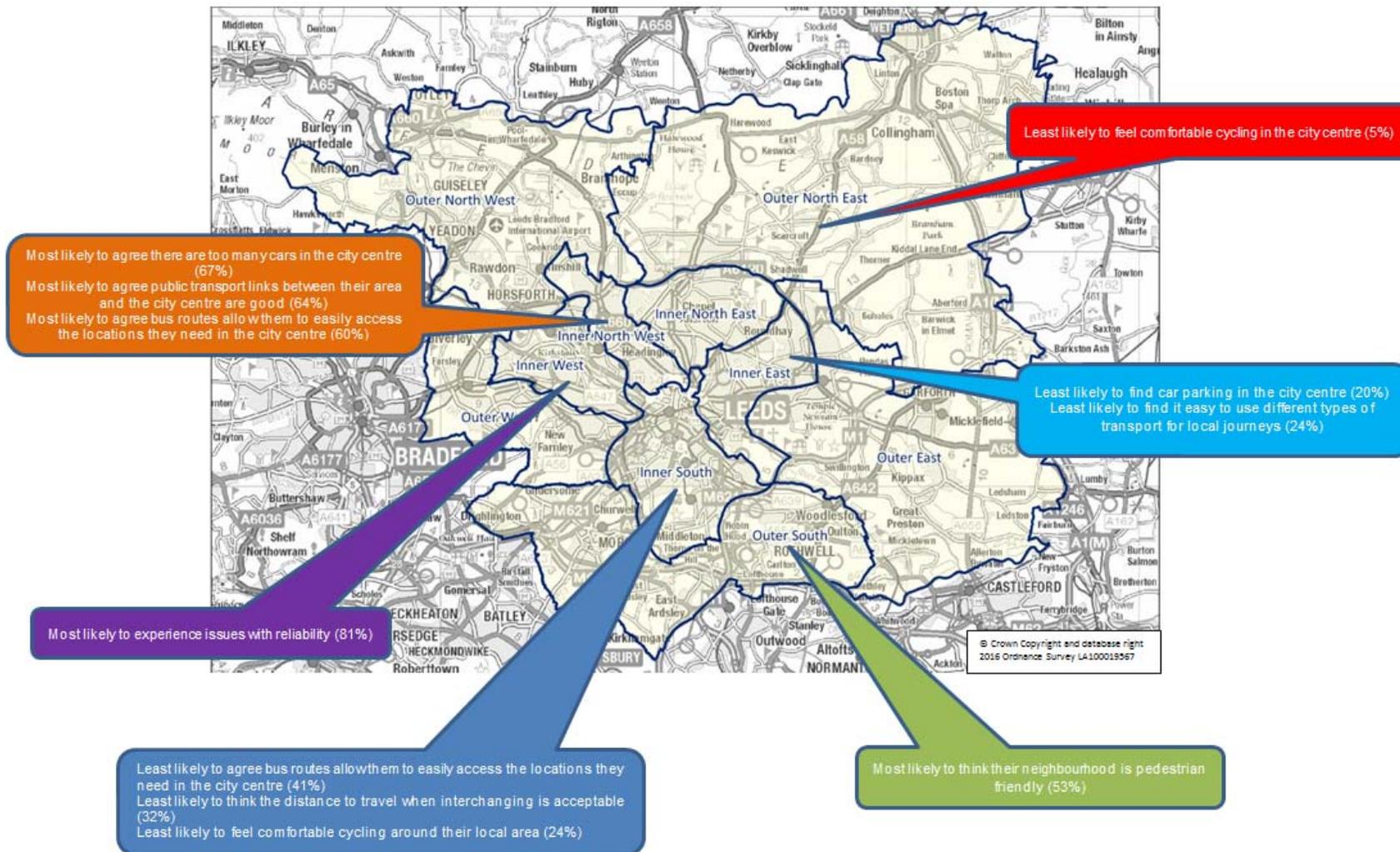
Figure 2 and 3 below highlights the key difference in response, about their experiences of Leeds city centre and their local neighbourhood, by specific demographic groups and the location in which respondents live.

Figure 2: Key Differences in response by demographic group*



*percentage shown is the proportion of people who strongly agreed or agreed with the statement

Figure 3 Key differences in response by Community Committee area*



* Postcode data has been grouped into Community Committees in order to identify appropriate areas for analysis. This is limited by the available postcode data (note LCC policy on data protection limits the collection of postcode data to outcode, LS1 etc, not the full postcode) which does not exactly coincide with the Community Committee areas. 27% of respondents did not provide a postcode.

*percentage shown is the proportion of people who strongly agreed or agreed with the statement

Sustainable Modes and the Environment



Environment

Just over half of respondents (56%) felt there were too many cars in the city centre and only 29% of respondents thought that air quality in the city centre was good. 65% thought more priority should be given to creating a pedestrian and cycle friendly environment.

Stakeholders noted the negative impact on residents' respiratory health of high levels of congestion particularly surrounding the A621.



Walking

Respondents generally felt the city centre was pedestrian friendly (71%). However, just 42% thought their local neighbourhoods were pedestrian friendly.

Stakeholders felt further walking infrastructure was needed in the city centre particularly in eastern and southern parts.

Some Stakeholders felt the transport strategy should include a specific walking strategy to include the assessment of infrastructure such as lighting and condition of pavements and a desire to make walking *"more pleasurable for all"*.



Cycling

Only 8% felt comfortable cycling in the city centre. However nearly two fifths (39%) stated they felt comfortable cycling around their local area.

56% wanted schemes to create quality and safe pedestrian and cycling friendly areas.

'Improved cycling facilities' was the most frequently given comment to the free text questions (18%).

"Better infrastructure to make cycling safer please, especially on routes in and out of the city for commuters and on routes used by children to get to school."

Stakeholders particularly mentioned the need for increased cycle infrastructure to improve accessibility. Suggestions included increased provision of cycle lanes and the promotion of existing lanes to increase usage.



Bus

Almost three quarters (73%) of respondents stated reliability of services was an issue. Stakeholders in particular highlighted the need for greater prioritisation of services into the city centre.

Stakeholders felt electric buses should be an aspiration for Leeds.

The provisions of real time information would help increase bus patronage.

Some community groups mentioned the need to change the franchising structure to improve the customer experience and reduce the cost of travel.



Tram and Train

Light rail was mentioned by stakeholders and was the second highest unprompted response given to the public survey (16%).

“A tram or metro system is the only viable solution to the issues facing the city. Any lesser solution would simply be spending for spending’s sake and would not address the issues.”



Several Stakeholders, in the short term, raised the idea of opening more rail stations and disused rail lines. Stakeholders were keen that rail related projects such as HS2 and Northern Powerhouse schemes and wide spread electrification come to fruition.



Park and Ride

Half (52%) of respondents would welcome an increase in park and ride options around the city.

Park and Ride was particularly mentioned by Stakeholders. The Chartered Institute of Transport and Logistics felt that any focus on Park and Ride should be combined with traffic restrictions and a reduction in parking facilities in central Leeds to ensure they were used.

“Park & Ride spaces in Leeds should replace city centre parking and not be in addition to it”

Community groups felt it was important that Park and Ride facilities integrated with other transport hubs.

Investing in Transport

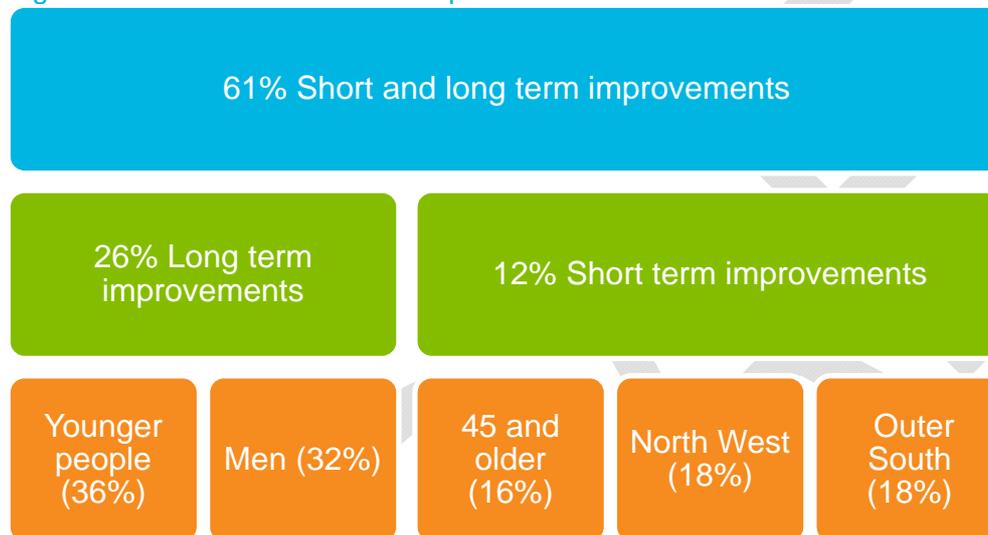
Respondents were given the following statement

“Delivering new transport infrastructure takes time and costs money. With the promise of an additional £173.5m from government for public transport improvements, we need to make sure that any changes to the road, bus or rail network are safe, provide improvements to journeys and that people have a chance to have their say.”

They were then asked to indicate whether they preferred short or long term improvements or a combination.

The majority opted for a combination (61%) of short and long term improvements. A just over a quarter (26%) opted just for longer term improvements and 12% for only short term improvements.

Figure 4 Investments in Future Improvements



Transport Strategy

Respondents were given six statements about the future transport strategy and asked to what extent they agreed with them. Respondents generally agreed that spending should be prioritised on:

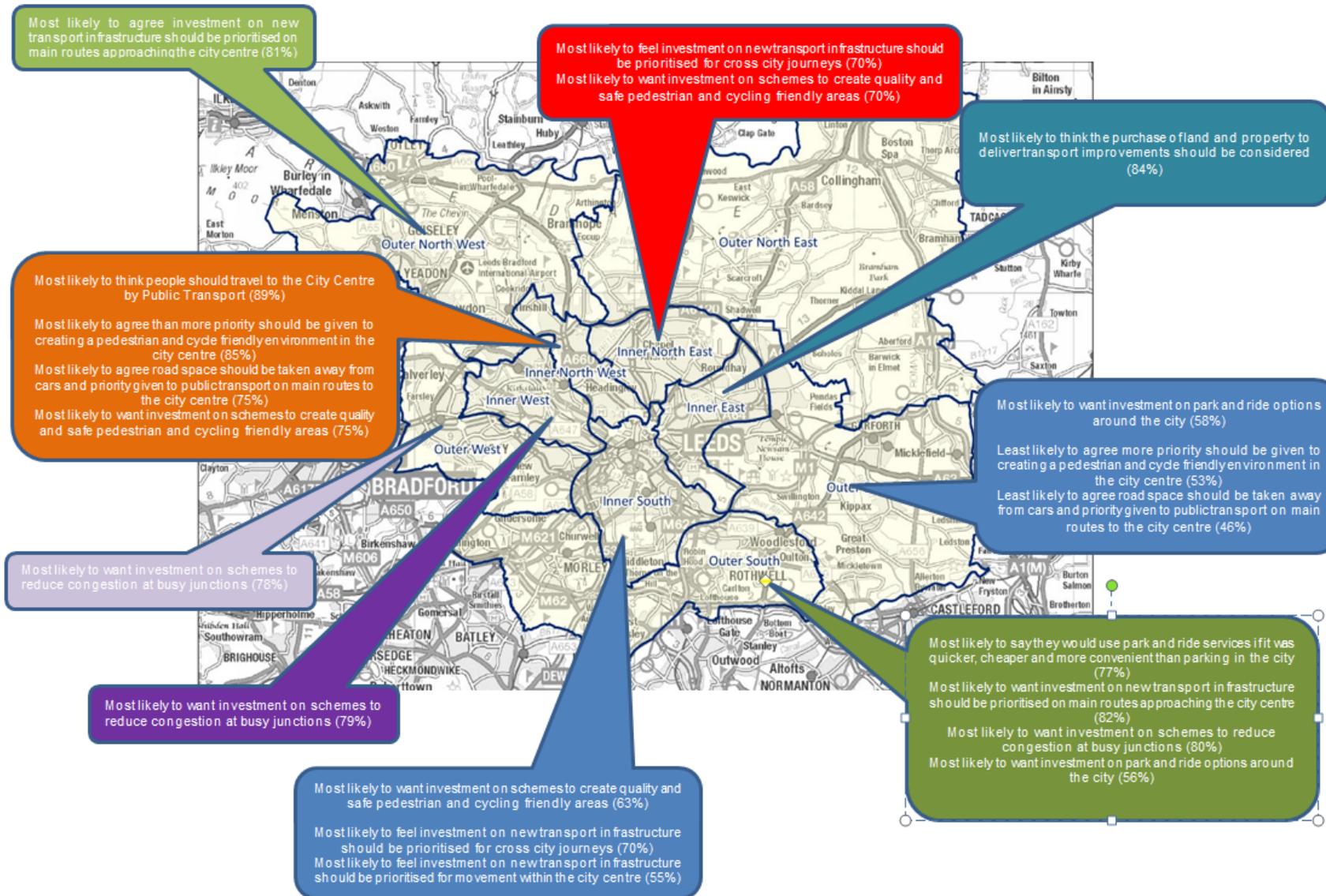
- Main routes approaching Leeds city centre (76%).
- Cross city journeys including those not going through the city centre (64%).
- Regional journeys and connecting Leeds to other cities (63%).

However, fewer respondents thought spending should be prioritised on

- Local journeys in and round adjoining neighbourhoods (57%). However in the Workshops and one to one meetings Community groups were particularly keen to see improvements to local services.
- Movement within the city centre (44%).

The figure below shows the difference in priorities for investment by community committee area

Figure 5 Key differences in response by Community Committee area*



* Postcode data has been grouped into Community Committees in order to identify appropriate areas for analysis. This is limited by the available postcode data (note LCC policy on data protection limits the collection of postcode data to outcode, LS1 etc, not the full postcode) which does not exactly coincide with the Community Committee areas. 27% of respondents did not provide a postcode.

*percentage shown is the proportion of people who strongly agreed or agreed with the statement

05/12/2016

As part of the Leeds Transport Investment Programme First West Yorkshire, Leeds City Council and West Yorkshire Combined Authority will enter into a delivery partnership which will enable First West Yorkshire to invest in improved bus services alongside the public investment in facilities and services which support bus travel. The key features of this partnership shall be;

- To support the emergence of a new Leeds Transport Strategy, which:
 - Supports investment in the bus system
 - Contributes towards doubling bus patronage in Leeds within 10 years
 - Promotes schemes which make the bus a more attractive option for travel across the City
 - Continue the current trajectory towards a more sustainable transport future for Leeds, including reducing parking in the city centre and growing park and ride facilities.
- A commitment to a jointly promoted network of frequent bus services across all operators
- Investment in new buses and alternative fuel technologies
- Investment in significant highway works to improve bus service performance and to reduce journey times
- Commitment to improve passenger information and customer service
- A process for open book Monitoring and Evaluating of the performance of the bus system against clear targets for bus service performance and patronage
- Creation of Bus Delivery Board which will be represented by senior representatives from WYCA, LCC and operators which are part of the partnership. The Board will be inclusive of all operators and will govern all aspects of the delivery of the initiatives set out below

Heads of Terms	FWY Commitments	LCC/ WYCA Commitment	Next stage in development	What the customer will experience by 2021
Stable services on the core corridors which deliver high frequency services (operating at least every 15 minutes or more frequently) between 07.00 – 20.00 Mon - Friday	Agreement to principle and to a phased roll out of extended operation to 20.00 Agreement to maintain stability/ minimise changes To build customer confidence and growth by limiting the	To create a branding and information package around a single multi operator high frequency network To invest in city centre transport interchanges	To finalise list of services to be included To jointly develop a branding proposition	A network of frequent bus services which is clearly recognised and understood by customers All core corridors to have early evening service frequencies of

Heads of Terms	FWY Commitments	LCC/ WYCA Commitment	Next stage in development	What the customer will experience by 2021
	uncertainty caused by service changes delivering a stable and trusted bus network (as agreed through Bus18)			at least 15 minute frequencies by 2021
To review low frequency services (i.e. those operating less frequently than 15 minutes) within a consultation led area by area review of connectivity and accessibility	To participate with LCC/ WYCA in a consultation led area by area review of the network and to make such changes as are necessary to meet customer demand and expectations	To support the review by undertaking consultation activities. To commission socio demographic analysis to advise the review To adapt publically funded bus services in support of the findings of the review To invest in district centre and local interchanges and bus priorities	To agree a review methodology in conjunction with elected members	Local centres to be served by an integrated network of bus services and community transport, with frequent and reliable onward access to the city centre and other key locations. Improved waiting environments at core hub locations
A highway efficiency programme aimed at improving passenger journey times. Where such works, in addition to those arising from other growth fund projects, enable a reduction in operating resources, this saving to be redeployed into the network as agreed by the Board.	To work in partnership with LCC/ WYCA in the development of a highway efficiency programme aimed at reducing passenger journey times and improving service reliability. Recycling of any efficiency savings would be agreed by the Board.	To ensure the majority of the infrastructure measures allocated within the £173m are focused on improving bus priority across the city on key corridors and in the city centre. WYCA/ LCC to align policies to support the bus patronage growth targets WYCA/ LCC to maintain focus on bus in broader highways investment decisions through the Transport Fund	Agree the initial programme to be submitted in the SOC	Reduced journey times. Significantly enhanced service reliability Opportunities for improved service frequencies and network accessibility
To invest over £71m to provide 284 new ultra-low emission buses by 2020, and	To provide a phased investment programme prioritised to the core	To promote the low emission bus network as an “air quality friendly” means of accessing	Agree timescales for investment and a process of validating customer benefits	The core network of high frequency services to be operated by the latest

Heads of Terms	FWY Commitments	LCC/ WYCA Commitment	Next stage in development	What the customer will experience by 2021
all new vehicles entering services will incorporate enhanced passenger facilities including on-board information, charging points and free Wi-Fi.	network To tailor vehicle features to reflect customer requirements	the City		generation of buses, offering enhanced comfort, free Wi-Fi, audio visual information systems and charging facilities
To develop the business case for biomethane or similar fuels and which if proven to be robust, will be adopted as the fuel source for the core city fleet and the fleet investment outlined above	To confirm conclusions of business case by March 2017.	To support FWY in facilitating the Biomethane infrastructure	Further scoping needed to understand true benefits and challenges from a biomethane fleet and understanding if there are any synergies with the Leeds city CNG investment	A tangible improvement in the air quality at city centre bus interchanges and throughout the city centre
To ensure all buses operating in Leeds City Centre are fully compliant and supportive of any Leeds City plans for complying with the requirements of the Clean Air Zone regulations	All buses to be minimum Euro 6 emission standard Subject to the business case, to develop the fuel supply and depot infrastructure needed to support Biomethane and commercially procure the required fleet for the core network through a phased investment programme	To support with bids to DeFRA and other funding sources To support FWY in facilitating the Biomethane infrastructure	Feedback into DeFRA Clean Air Zone consultation document	A tangible improvement in the air quality at city centre bus interchanges and throughout the city centre
Retrofitting to Euro VI of the remainder of the fleet not operating on the core network	Fuel, operating and maintenance cost dis-benefits associated with retro-fitment	To explore the options to seek DEFRA funding for the conversion costs (up to £1.5m)		A tangible improvement in the air quality at city centre bus interchanges and throughout the city centre
The cost of bus travel is affordable and easy to understand. Through the Bus Delivery Board, a range of price and marketing incentives be explored and adopted to	Any cost and efficiency savings obtained through the actions of partners not needed for network enhancements are available to fund price and ticketing	In conjunction with WYTCL, support the promotion of ticketing products for young people To support the analysis		Fares which encourage bus travel especially amongst under 25s.

Heads of Terms	FWY Commitments	LCC/ WYCA Commitment	Next stage in development	What the customer will experience by 2021
encourage patronage and revenue growth with a clear focus on growing bus use by under 25s	initiatives as agreed by the Bus Delivery Board	process and to advise on affordability issues		
To enable customers to pay for bus travel using up to date payment methods reducing the cash payments on bus	To equip buses with ticketing equipment able to accept contactless and mobile payment methods by mid - 2018 at the latest. To communicate with the back office being developed by Transport for the North In conjunction with WYTCL, provide a range of ticket products which incentivise cashless travel To make all FWY season tickets available on MCard	In conjunction with WYTCL, manage a product range and retail network to support this objective	Further liaison with TfN	Easier customer focussed payment methods and quicker journeys due to the reductions in the time of transactions between the bus driver and the customer
To enable customers to use mobile technology to access travel information before and during the journey	To work with WYCA to develop mobile applications which provide information and sales of travel products	To increase the coverage of real time information displays at bus stops To develop multi modal mobile information systems To integrate bus information with real time highway status information	To jointly develop a mobile app which incorporates journey planning, live multimodal travel information and ticket purchase for all fare options	Up to date, improved and more accessible information available before and during bus journeys. Significant enhancements for those visually impaired and those unfamiliar with their journeys
To develop and operate a collaborative and integrated regional Transport Control Centre	To base operational management staff, systems and communication facilities within regional Transport Control facility being created	To fund, develop and manage the new Transport Control/ UTMC centre		Improved service reliability and information in the event of disruptions

Heads of Terms	FWY Commitments	LCC/ WYCA Commitment	Next stage in development	What the customer will experience by 2021
	<p>through centralisation of the Urban Traffic Management Control systems</p> <p>To develop and operate a disruption protocol which ensures all information presented to customers reflects current operating conditions</p>			
<p>To establish and deliver a Customer Charter and implement improved standards of customer service training for front line staff</p>	<p>To develop and implement a set of customer service standards. To embed the standards in improved customer service training and management of front line staff</p>	<p>WYCA to adopt the customer service standards for its bus station, information and other customer facing services</p>	<p>Develop and implement the Customer service offer principles agreed through Bus18 by</p> <ul style="list-style-type: none"> • Establishing consistent customer service standards across the bus network • Investigating scope for a consistent customer redress mechanism across the network. 	<p>A consistent standard of customer service on all bus services and improved customer focus by drivers</p>
<p>For the Board to specify and agree a Performance Management Framework within which the key objectives will be</p> <ul style="list-style-type: none"> • To manage and monitor progress against the commitments set out in this document • Trajectory towards 	<p>To provide clear and auditable open book patronage and performance information approach to LCC/ WYCA on a quarterly basis</p> <p>To provide a dashboard of real time derived performance data and to publish quarterly performance results</p>	<p>To collate and publish patronage information and performance against the target</p> <p>To utilise urban traffic management systems to measure average traffic speeds and bus journey times</p> <p>WYCA to use its monitoring</p>	<p>To develop the monitoring and measurement</p>	<p>Transparency about how their bus service is being provided and thus ability to make informed decisions about journey mode</p>

Heads of Terms	FWY Commitments	LCC/ WYCA Commitment	Next stage in development	What the customer will experience by 2021
doubling bus patronage from 2016 levels <ul style="list-style-type: none"> • To ensure at least 99% of bus journeys are operated • To operate at least 95% of journeys operate on time • Improvement of bus journey speeds over 2016 levels • Enhancement of customer / market research outcomes 		resources to support performance measurement To liaise with the Traffic Commissioner on the application of the Performance Management Framework		
To sign up to a 5-10-year delivery partnership with LCC/ WYCA All parties will use best endeavours to achieve the objectives of this partnership through joint working.	To jointly explore the application of the Partnership provisions of the Bus Services Act as a statutory basis for the delivery partnership	To jointly explore the application of the Partnership provisions of the Bus Services Act as a statutory basis for the delivery partnership	Develop heads of terms into a formal partnership document	A clear understanding of the steps taken and key milestones towards improvement of their bus service



Department for Transport

Department for Transport
Zone 2/15
Great Minster House
33 Horseferry Road
London
SW1P 4DR

DIRECT LINE: 020 7944 6425
EMAIL: graham.pendlebury@dft.gsi.gov.uk
Web Site: www.dft.gov.uk

23 June 2016

Ben Still Esq
Managing Director
West Yorkshire Combined Authority
Wellington House,
40-50 Wellington Street,
Leeds LS1 2DE

Dear Ben

Thank you for coming to see us on 23rd May to discuss the arrangements for the funding previously allocated to the NGT scheme. We appreciated the constructive discussion, and as agreed I'm now writing to suggest the next steps based on our discussion.

Following the decision not to approve the Transport and Works Act Order for the NGT scheme, the Department for Transport confirmed that the £173.5m previously set aside for the scheme should remain available for public transport improvements in Leeds. Our working assumption is that all of the money will be transferred during the current Spending Review period (i.e. no later than 2020/21), with payments made at the start of each financial year, the annual profile to be agreed. We do not envisage that any other conditions will be attached to the funding, beyond those set out in this letter. The Secretary of State has asked us to stay closely involved as the plans for spending this money are drawn up.

The £173.5m sits within the Local Growth Fund (LGF), but is retained in the DfT budget, alongside the funding for LGF 'portfolio' schemes and the new large local majors fund. DfT is therefore the accountable Department so we need to understand how the money will be spent, the outcomes to be delivered, and how value for money will be assured - all in a way that is consistent with localism and allows detailed decision making to be taken by the competent authorities in Leeds. This letter sets out what we see as the next steps to achieving that and finalising a funding agreement by the end of 2016.

The £173.5m has been retained for Leeds because of the well rehearsed and long standing need for significant public transport improvements in the city, particularly in the absence of a rapid transit system along the lines previously envisaged. This does not have to be a like for like alternative to the NGT scheme, a programme of smaller coordinated interventions may deliver change in a more realistic and publicly acceptable way.

We agreed that you would draw up an outline strategic case for the funding by the early Autumn. That case should

- confirm the strategic case for investment
- clarify the objectives and outcomes for the funding

- include basic details of specific projects or investments with rationale for their selection. This does not need to include individual business cases for projects.
- explain how the new programme will align with wider growth objectives, for example how it correlates with the growth deal bid that you will be preparing in parallel, as well as other planned future investments.
- Include a proposal for the governance and value for money assurance of the funding and its relationship to the West Yorkshire Transport Fund.

We would like to work with you as you develop the above.

Once the strategic case has been understood and agreed, we expect that individual investment decisions and project approvals should happen at the local level, with limited oversight by the Department. Key to achieving that will be working closely with you on your proposed assurance framework, ensuring that it meets at least the minimum standards as defined in the national LEP assurance framework guidelines. We do not expect to require VFM sign off of individual components of the programme, but need to reserve the right to do so depending on their size and nature.

The aim, therefore, is that ideally by the end of November, certainly by Christmas we will have reached a clear, transparent and concise funding agreement for the £173.5m that will set out:

- The scope and purpose of the funding
- Arrangements for governance and decision making
- Details of the spending profile and payment arrangements
- Expectations on reporting and evaluation

This final agreement will be subject to the approval of DfT Ministers and HM Treasury.

We look forward to working with you on this exciting programme to bring about real change to the public transport offer for the people of Leeds. We have a great team here in DfT ready to assist, your first points of contact should be Margaret Jackson, Head of DfT's Northern Engagement team in our Leeds office, and Bob Collins from our Local Infrastructure team in London:

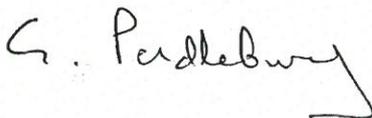
margaret.jackson@dft.gsi.gov.uk

tel. 0207 944 6677

bob.collins@dft.gsi.gov.uk

tel. 020 7944 2622

Yours sincerely



GRAHAM PENDLEBURY
Director, Local Transport

16th August 2016

Graham Pendlebury
Director, Local Transport
Department of Transport
Zone 2/15
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Dear Graham,

Many thanks for your letter of 23rd June which helpfully set out the details around the next steps in devolving of the £173.5m, as announced by the Secretary of State for Transport following the cancellation of NGT in May 2016.

We welcome the clarity that you have provided us in respect of the funding, and are in agreement that this represents a suitably robust approach to adopt in order to reach the desired outcomes. We can confirm that we are currently progressing with the work with the aim of providing you with an outline strategic case by the early Autumn that addresses the requirements that you have set out. As part of this work the Leader of Leeds CC, Cllr Judith Blake, has announced that in order to inform the development of an updated transport strategy that an initial 'conversation' with the City would take place over the summer months. This is now underway.

Leeds CC and WYCA do not under-estimate the importance of this piece of work, and would welcome a meeting with your team in early September to share progress and to ensure that the work is moving in the right direction.

I look forward to hearing from you soon to agree a date for this meeting.

Yours sincerely,



Ben Still
Managing Director

Appendix G - Leeds Public Transport Investment Programme

1. Transforming the Bus Network	
<p>A major investment to significantly increase bus usage, to make the streets better for public transport and, working with bus operators, to improve the customer experience. The package will include comprehensive priority measures across the city to improve bus journey times on some of the most congested corridors in the city. The bus priority corridors will complement an enhanced Park & Ride provision to maximise the benefits of investment on these corridors. A whole corridor approach will look at improving the bus travel experience by dealing with the causes of delays through traffic signal technology and bus priority measures, reducing waiting times and improving stop facilities. These measures will also improve the environment for pedestrians, cyclists and will enhance the streetscape. When combined with the bus operators' investment in vehicles, frequency of service and technology, this will generate a step change in the bus provision across the city, making it a popular alternative to the private car. Making this step change towards the target of doubling bus usage in 10 years will generate a benefit to the environment and the economy.</p> <p>By 2020, the Bus System will provide:</p>	
1.	A new Leeds High Frequency Bus Network – over 90% of core bus services will run every 10 minutes between 7am and 8pm.
2.	A fleet of 284 new buses, offering enhanced comfort, free Wi-Fi, audio visual information systems and device charging facilities.
3.	Affordable, simpler fares, which encourage bus travel especially amongst under people under 25.
4.	Easy to use options to pay for travel before, during and after the journey using mobile devices
5.	Customers will be able to plan journeys , pay for travel and obtain up to the minute travel advice using their mobile device
6.	All buses travelling through the City Centre will meet the latest ultra-low emissions standards by 2020
7.	New bus Park & Ride facilities to the North and South (Stourton) of the City together with further expansion at Elland Road.
8.	<p>Investment to reduce bus journey times and improve day to day bus service reliability, giving consideration and review to accessibility and bus priority on all key corridors, and initially including integrated proposals for:</p> <ul style="list-style-type: none"> • 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 hotspots to improve bus journey times along the corridor • A647: Bus priority through the congested A647, linking to the P&R expansion at New Pudsey railway station.
9.	Real time passenger information displays at bus stops in communities throughout Leeds including the City Centre.
10	The Council, the Combined Authority and the bus companies will carry out a consultation led review of connectivity throughout the Leeds and with funds available for community led transport projects

2. World Class City Centre Gateways

With the arrival of HS2 to Leeds city centre, it is important that the city can provide a transport network that enables efficient onward connectivity. HS2 and Northern Powerhouse Rail opportunities will signify a step change in the provision of transport in the North and in the connectivity to Leeds. Many of the public transport arrival points in Leeds are located in iconic streets with a strong historic, cultural and architectural background. These arrival and departure points should link to Leeds Station, reflect our 'Best City' aspirations, enhance the public realm and improve the customer experience. Simplifying the road layouts to reduce congestion, upgrading the pedestrian environment and redesigning the interchange infrastructure will deliver benefit which adds to the experience for commuters and visitors to Leeds City Centre travelling by public transport and active modes.

4.	Modern and integrated HS2 ready bus - rail interchange facilities for Leeds Railway Station , shaped by the emerging Leeds Railway Station Masterplan.
5.	<p>Simplification in bus service routes, coupled with investment in passenger facilities and a new digital approach to passenger information to create public transport gateways which builds on the major retail investments at Trinity and Victoria Gate:</p> <ul style="list-style-type: none"> • The Headrow – key east west corridor in the city centre fronting Leeds Town Hall through the heart of the retail area. • Infirmity Street / Park Row – primary Leeds station gateway and links to business district, civic quarter, hospital and universities. • Vicar Lane (Corn Exchange) / Boar Lane / Lower Briggate - Gateway to and links between retail core, markets, South Bank and Leeds Station.
6.	A better connected and integrated Leeds Bus Station. To develop the bus station to better meet modern needs including information, legibility and environment with better integration with the coach station and the Victoria development.

3. Rail Station Developments at Key Growth Locations

Leeds City Centre is the economic powerhouse of the City Region's economy, which is supplemented by a number of key growth points including Kirkstall Forge, White Rose Office Park and Retail Centre, Thorpe Park and Leeds Bradford Airport. Making a step change in the connectivity of key growth points via improved public transport is an important component of the proposals being brought forward. These improvements to the rail network will bring significant benefit to the regional economy by improving connectivity within the city region and to HS2 and Northern Powerhouse Rail in the future thereby generating jobs.

1.	<p>Through utilising the additional rail capacity created through the new Northern and Trans-Pennine Franchises, develop three new railway stations at key regeneration and employment areas:</p> <ul style="list-style-type: none"> • Airport Parkway • White Rose Centre • Thorpe Park <p>These schemes will be delivered with significant contributions from other public and private sector funding sources.</p>
2.	Station Accessibility Improvements at Cross Gates, Morley, and Horsforth which, when complemented by the Network Rail accessibility programme and Trans-Pennine Route Upgrade, moving towards all Leeds District railway stations to be accessible for all.
3.	500 extra spaces to serve New Pudsey Station and improved access arrangement to facilitate better bus interchange.

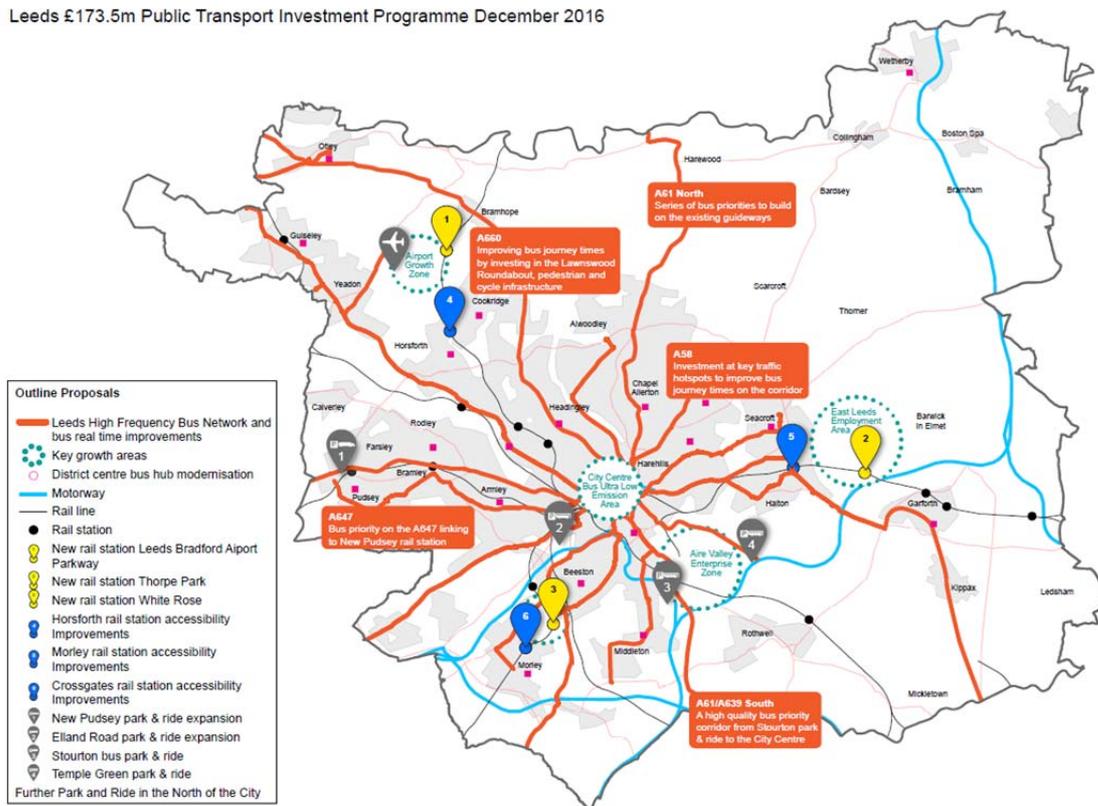
4. Development of Mass-Transit Options

Our ambition remains to have a transport system that can move large numbers of people through the city. We will be reviewing the options for mass-transit solutions – be that light rail, tram-train or tram.

1.

Development funding for options for moving large numbers of people through the City.

Leeds £173.5m Public Transport Investment Programme December 2016



Equality, Diversity, Cohesion and Integration Screening



As a public authority we need to ensure that all our strategies, policies, service and functions, both current and proposed have given proper consideration to equality, diversity, cohesion and integration.

A **screening** process can help judge relevance and provides a record of both the **process** and **decision**. Screening should be a short, sharp exercise that determines relevance for all new and revised strategies, policies, services and functions.

Completed at the earliest opportunity it will help to determine:

- the relevance of proposals and decisions to equality, diversity, cohesion and integration.
- whether or not equality, diversity, cohesion and integration is being/has already been considered, and
- whether or not it is necessary to carry out an impact assessment.

Directorate: City Development	Service area: Transport policy
Lead person: Paul Foster	Contact number: 52586

1. Title: West Yorkshire Plus Transport Fund

Is this a:

Strategy / Policy

Service / Function

Other

If other, please specify

2. Please provide a brief description of what you are screening

Earlier this year, Government announced its decision not to grant powers for the construction and operation of NGT but announced the decision to set aside the £173.5m for public transport investment in Leeds.

This report also sets out the results so far from the Transport Conversation.

3. Relevance to equality, diversity, cohesion and integration

All the council's strategies/policies, services/functions affect service users, employees or the wider community – city wide or more local. These will also have a greater/lesser relevance to equality, diversity, cohesion and integration.

The following questions will help you to identify how relevant your proposals are.

When considering these questions think about age, carers, disability, gender reassignment, race, religion or belief, sex, sexual orientation. Also those areas that impact on or relate to equality: tackling poverty and improving health and well-being.

Questions	Yes	No
Is there an existing or likely differential impact for the different equality characteristics?	x	
Have there been or likely to be any public concerns about the policy or proposal?	x	
Could the proposal affect how our services, commissioning or procurement activities are organised, provided, located and by whom?		x
Could the proposal affect our workforce or employment practices?		x
Does the proposal involve or will it have an impact on <ul style="list-style-type: none"> • Eliminating unlawful discrimination, victimisation and harassment • Advancing equality of opportunity • Fostering good relations 		x

If you have answered **no** to the questions above please complete **sections 6 and 7**

If you have answered **yes** to any of the above and;

- Believe you have already considered the impact on equality, diversity, cohesion and integration within your proposal please go to **section 4**.
- Are not already considering the impact on equality, diversity, cohesion and integration within your proposal please go to **section 5**.

4. Considering the impact on equality, diversity, cohesion and integration

If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.

Please provide specific details for all three areas below (use the prompts for guidance).

- **How have you considered equality, diversity, cohesion and integration?** (**think about** the scope of the proposal, who is likely to be affected, equality related information, gaps in information and plans to address, consultation and engagement activities (taken place or planned) with those likely to be affected).

Ensuring that we have a conversation, where everyone across Leeds is able to give their views on the future of transport in Leeds is a key objective for the Council. The main method of engagement is through the on-line questionnaire and with the involvement of social media, but paper questionnaires have been made available to those with no access to the on-line version. We have promoted the questionnaire through equality hubs and disabled and older people's organisations and women's groups to maximise circulation to those groups. To capture the views of children and young people, a child friendly questionnaire has been developed jointly with WYCA to cover transport consultations and is available on line. The promotion of the consultations through social media is also a means of engaging in particular with the younger section of the population.

To ensure we have fully considered the impacts of both public transport investment programme and future Leeds Transport Strategy on equality, diversity, cohesion and integration, we have organised a number of meetings, workshops and attended events and will continue this dialogue as we prepare the Leeds Transport Strategy into spring summer 2017 with the following groups: Child Friendly Leeds, Older People's Forum, Access Groups, BME Hub, Disability Hub, LGBT* Hub, Hub Reps Network, Womens' Lives Leeds, Access and Use-Ability Group, Physical and Sensory Impairment (PSI) Network, Leeds Involving People, Equalities Assembly Conference.

In particular, we have attended a workshop session organised by the PSI network with the focus on disabled people and carers, and have supported the equality hubs and disabled people's organisation members in attending and contributing to two of the stakeholders workshops.

This conversation along with the DfT guidance will inform the development of the Leeds public transport investment programme, prior to the longer term delivery of the emerging Leeds Transport Strategy.

- **Key findings**

(**think about** any potential positive and negative impact on different equality characteristics, potential to promote strong and positive relationships between groups, potential to bring groups/communities into increased contact with each other, perception that the proposal could benefit one group at the expense of another)

From both Transport Conversation engagement and previous policy documents including

the Local Transport Plan 3 and Leeds Core Strategy, transport has the potential to have a differential impact on all equality groups, with particular regard to the following;

- Gender; Research shows that women and men have persistent different transportation needs, travel behaviours and levels of access to services and infrastructure. Women tend to travel shorter distances, closer to the home, and make more trips; they travel for a wider variety of purposes; they walk more; they have less access to a car and are the main users of public transport, they make more chained trips; their travel patterns tend to be shaped as polygons as compared to the more frequent commuting trips made by men. Women are more sensitive to safety concerns and tend to self-limit their movements and activities because of perceptions of risk, in the UK, they are less likely to cycle. Women are also overrepresented in social groups with specific transport needs and greater transport disadvantage: older people, people with special needs, single parents, and working parents who take responsibility for most caretaking tasks. Women's overall comparative disadvantage in terms of access to transportation negatively affects their professional development, economic status, leisure time, and personal wellbeing. [Source: genderSTE]

- Disability; Differential access to the transport system and the effect of transport policies, particularly (but not restricted to) for those with physical and sensory impairments, mental health issues or learning disabilities. Disabled people travel more frequently by bus than others, so public transport plays a vital role in ensuring that they can participate in community life and avoid social exclusion. They also may be affected to a greater extent by issues of reliability of public transport, modal integration (or lack thereof) and interchange and by issues such as overcrowding/ space availability. The availability of accessible infrastructure and walkable, level routes and access to information, including on board and at stops, will also have a differential impact on this equality group.

Disability can lead to a greater reliance on private transport (own car or taxi, or lifts from friends/ relatives etc). Journey times, distance and destinations as well as modal choice may be affected by disability.

- Race; Differential access to the transport system and the effect of transport policies, particularly for Black, Asian and Minority Ethnic people are around impacts on access to employment, education and training, which are vitally important issues for BAME communities as a means of overcoming disadvantages in the job market. Studies have also shown a differential impact in terms of the impact of traffic and road safety. They are also underrepresented among cyclists. It is thought that enabling travel by active modes may particularly benefit some members of the BAME communities in addressing health inequalities, including Type II diabetes and cardio-vascular health.
- Age; Both younger and older people are more at risk of being involved on a road traffic collision and suffer greater consequential effects – initiatives that contribute to road safety, especially of active modes, will have a beneficial impact on these sections of the population.

Young people rely very much on public transport, although many have personal

security concerns when using public transport and this is coupled with the fact that in terms of actual risk they are the age group which are most likely to be the victims of violence and/or assault. Children exposed to traffic related air pollution are more at risk of asthma and child inactivity is a cause for future health concerns, which can be addressed through enabling the use of active travel modes.

Many older people are not able to drive because health conditions related to their age or find the cost of running a car prohibitive. Like with disabled people, there will be a differential impact in terms of distance travelled (including to access public transport in the first place), reliability, overcrowding and the need to interchange or change modes. The presence and availability of evening and weekend services and infrastructure at stops/ stations will also have a differential impact in terms of the ability to access activities and leisure opportunities. The inter-district connectivity enabling access to local services has also been found to be particularly important to older people and people with disabilities.

• **Actions**
(think about how you will promote positive impact and remove/ reduce negative impact)

The outcomes from the Transport Conversation, which include the inclusive engagement with equality stakeholders in particular, will feed into the public transport investment package of £173 million, to be submitted to the DfT. The Transport Conversation and our dialogue with equality groups will continue as we develop our longer term Leeds Transport Strategy. The interim results indicate that almost all respondents felt it was important for future transport strategy that everyone had access to the transport system (98%) – accessibility and inclusion are therefore likely to be key components of a future package of measures.

5. If you are **not already considering the impact on equality, diversity, cohesion and integration you **will need to carry out an impact assessment.****

Date to scope and plan your impact assessment:	N/A
Date to complete your impact assessment	N/A
Lead person for your impact assessment (Include name and job title)	N/A

6. Governance, ownership and approval

Please state here who has approved the actions and outcomes of the screening

Name	Job title	Date
Andrew Hall	Head of Transport	

	Planning	
Date screening completed		

7. Publishing

Though **all** key decisions are required to give due regard to equality the council **only** publishes those related to **Executive Board, Full Council, Key Delegated Decisions** or a **Significant Operational Decision**.

A copy of this equality screening should be attached as an appendix to the decision making report:

- Governance Services will publish those relating to Executive Board and Full Council.
- The appropriate directorate will publish those relating to Delegated Decisions and Significant Operational Decisions.
- A copy of all other equality screenings that are not to be published should be sent to equalityteam@leeds.gov.uk for record.

Complete the appropriate section below with the date the report and attached screening was sent:

For Executive Board or Full Council – sent to Governance Services	Date sent:
For Delegated Decisions or Significant Operational Decisions – sent to appropriate Directorate	Date sent:
All other decisions – sent to equalityteam@leeds.gov.uk	Date sent: