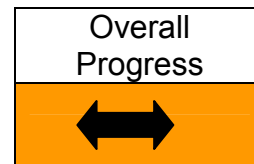


Improvement Priority - TR-1b. Improve the quality, capacity, use and accessibility of public transport services in Leeds.

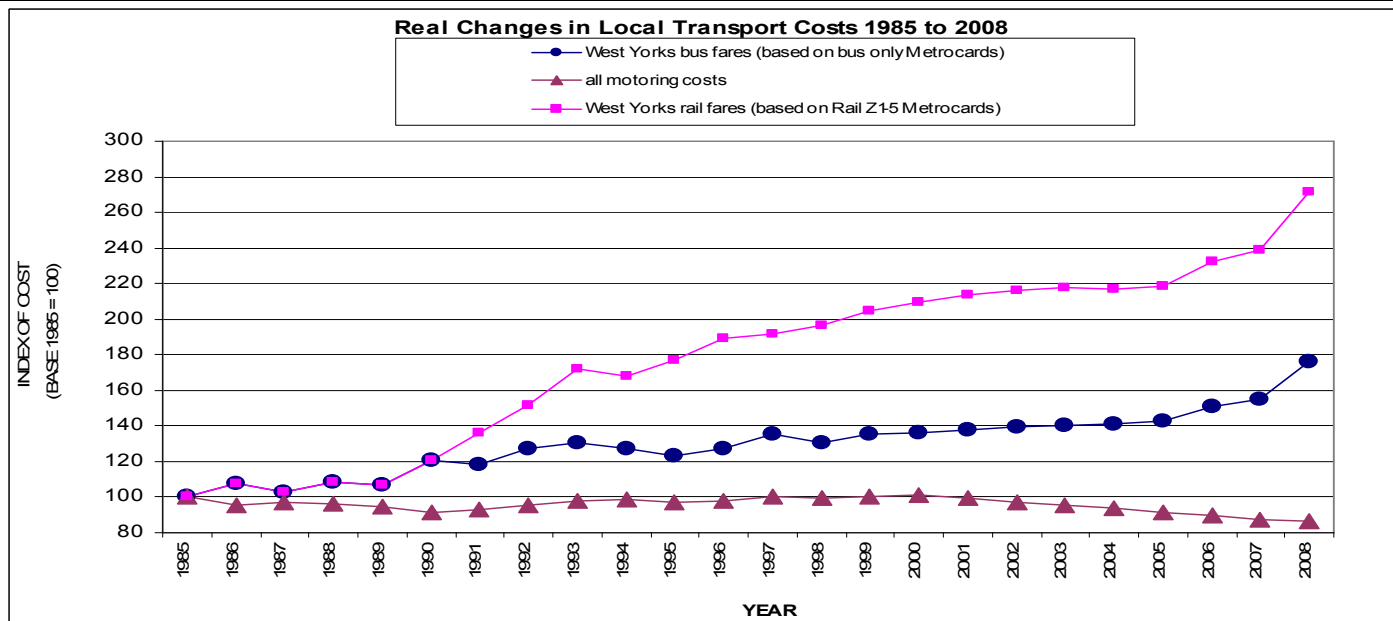
CAA Focus - Slow progress improving quality, use and accessibility of public transport despite being top priority and specifically including progress in delivery of New Generation Transport

Accountable Officer - Gary Bartlett / Accountable Director - Jean Dent



Why is this a priority?

Public transport is a major concern for local people. Consultation performed to identify priorities indicated that improving the quality, accessibility and use of public transport was a priority for all groups. Improvements in public transport will also help ensure that the city is a place where people want to live and work.



Overall Progress to date and outcomes achieved 1st October to 31st December 2009

Overall Summary

Leeds City Council and Metro have submitted 4 major scheme business case (MSBC) bids to the Department for Transport (DfT) as indicated below. Decisions are awaited. Significant progress against this Improvement Priority is dependent on DfT approval to these business cases.

Work is progressing on other schemes however budget cuts are having an impact. The Leeds Bus Partnership has seen one scheme withdrawn and the bus prioritisation project is being re-prioritised which will result in a reduction in the number of bus stops being treated for accessibility measures.

More generally, the percentage of non-car journeys is slightly lower than expected for 2009. Part of this is felt to be due to the change in the way rail patronage was counted which resulted in an underestimate of patronage compared to the previous method. Also comparative cost figures for travel by car versus bus or rail show that whereas bus and rail travel costs continue to increase, the relative cost of travel by car is decreasing.

Achievements since the last report

- **Leeds New Generation Transport (NGT)** – Submission of the MSBC to the DfT in Oct 09 and publication on the NGT website. A formal decision by the DfT is expected end of February 2010. Initial indications are positive but we still await an announcement about Programme Entry.
- **A65 Quality Bus Initiative** – MSBC submitted. CPO confirmed and being actioned.
- **Leeds Station Southern Access (LSSA -METRO)** – Working with Network Rail a preferred option has been developed for the scheme. The planning application and MSBC were submitted in Oct 09 and Nov 09 respectively.
- **Leeds Rail Growth Package (HA)** – MSBC submitted in Nov 09 and the outline Transport Assessment was completed in Dec.
- **Bus Prioritisation (BP – Highways Agency (HA))**- BP has been introduced at a number of sites along the A660 Headingly Lane. The re-design at Scott Hall Road has been approved by the bus operators and works on site are expected to commence at the end of Feb. A report is to be submitted to the LTP steering group regarding future schemes.

Improvement Priority - TR-1b. Improve the quality, capacity, use and accessibility of public transport services in Leeds.

CAA Focus - Slow progress improving quality, use and accessibility of public transport despite being top priority and specifically including progress in delivery of New Generation Transport

Accountable Officer - Gary Bartlett / Accountable Director - Jean Dent

- **Pudsey Bus Station** – Scheme went on site on 1st November 2009. Some delay has been experienced due to electricity cables under some sections of private land. A strong local partnership is however developing between LCC, Metro and the contractor to resolve any ongoing issues.
- **Leeds Bus Partnership** – Full programme and delivery mechanism agreed. Issues over some routes. One significant scheme withdrawn due to funding issues. Performance monitoring framework agreed by Bus Partnership group.
- **East Leeds Parkway (ELP - Metro)** – Work continues to agree a preferred option for developing in the single option design stage with Network Rail and continued development of the draft MSBC.
- **M621 (HA)** -The M621 Strategy study has reported its conclusions and possible next steps have been discussed with LCC. This included an analysis of the routes physical characteristics and structures and identifying problems with congestion and accidents to identify possible mitigation.
- **Strategic Road Network (HA)**– Enhancements on the M62, junction 25 and 30 have been announced with works due to commence in 2010-11
- **Strategic Park and Ride (HA)**– A study into the potential for a P&R continues with feasible sites being identified as part of the LTP 2 and 3.
- **Go Greener Campaign** – Work on influencing traveller behaviour continues in conjunction with LCC.
- **Transport for Leeds (HA)** – Project Extranet set up and working in Oct 09. In November, the financial model was completed, the work with public focus groups was concluded and a list of potential schemes were identified and signed off. A medium list of potential schemes including full pro-formas was completed in Dec.
- **Leeds City Region Transport Strategy (LCRTS) and Connectivity Study** – Transport Strategy launched at LCR summit. DfT DaSTS Connectivity Study commenced in Nov. phase 1 to be completed in April 2010.
- **Additional Train Carriages (METRO)** - is currently working with other Passenger Transport Executive (PTE's), Northern Rail (NR) and the DfT to secure additional trains for West Yorkshire and the wider NR franchise. It seems that Northern will receive additional “used” trains in a phased cascade from other train companies. It is expected that some additional carriages will appear on the WY rail network in 2010/11, however the process will go on until 2014 and beyond. The total number of additional carriages has not yet been finalised.

Challenges / Risks

- **NGT** – Aim to gain DfT programme Entry in early 2010 however timescales not within promoters control. Scale and nature of formal objections to the Transport and Works Act Order application
- **LSSA** – Obtaining Planning Approval and DfT Programme Entry
- **Leeds Rail Growth Package** – Alignment between the delivery of the new rail stations and delivery of the HLOS.
- **BP** – Concerns raised by bus operators regarding the limited hours of operation of the inbound bus lane on the approach to Shaw Lane. LCC to investigate whether longer hours can be justified
- **ELP** – Alignment between RFA timescales and NR HLOS timescales
- **LCRTS & LCR Connectivity Study** – Funding cuts

<u>Council / Partnership Groups</u>			
<u>Approved by</u> <i>(Accountable Officer)</i>	Gary Bartlett	<u>Date</u>	09/02/10
<u>Approved by</u> <i>(Accountable Director)</i>	Jean Dent	<u>Date</u>	09/02/10

Improvement Priority - TR-1b. Improve the quality, capacity, use and accessibility of public transport services in Leeds.

CAA Focus - Slow progress improving quality, use and accessibility of public transport despite being top priority and specifically including progress in delivery of New Generation Transport

Accountable Officer - Gary Bartlett / Accountable Director - Jean Dent

Key actions for the next 3 months 1st January to 30th March 2010				
	Scheme	Contributory Officer / Partner	Milestone / Actions	Timescale
1	Leeds NGT	Francis Linley/Metro	1. DfT decision on Programme Entry. 2. Further public consultation and engagement with wider stakeholder groups including LCC Area Committees	Jan/Feb 2010
2	Leeds Bus Partnership	Metro	Resolve issues over quality of data related to bus patronage.	March 2010
3	A65 Quality Bus Initiative	Andrew Hall/Metro	Decision made by DfT on MSBC.	Jan/Feb 2010
4	Leeds Station Southern Access	Metro	DfT decision on programme entry	March 2010
5	Leeds Rail Growth Package	Metro	Complete documentation to enable planning application to be submitted	Jan/Feb 2010
6	Transport for Leeds – Complete Highway model	Tim Harvey	Complete Highway Model	Feb 2010
7	LCR Connectivity Study	Dave Gilson/Metro	Phase one to be completed	April 2010

Performance Indicators										
Performance indicators aligned to the Improvement Priority										
Ref.	Title	Owner	Frequency & Measure	Rise or Fall	Baseline	2008/09 Result	2009/10 Target	2009/10 Quarter 3	Current Predicted Full Year Result	Data Quality
LSP-TR1b(i)	Percentage of non-car journeys into central Leeds in the morning peak period	Transport Policy	Annually %	Rise	42.3% (2004)	44.7% (2008)	44.7% (2009)	44.3% (2009 final result)		No concerns
LSP-TR1b(ii)	Local bus passenger journeys originating in the authority area	Transport Policy	Annually Number	Rise	No current baseline	Data provided by METRO. Currently unavailable. Metro expect to be able to provide 2009/10 baseline data by March 2010.				