

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

Accountable Officer – Gary Bartlett

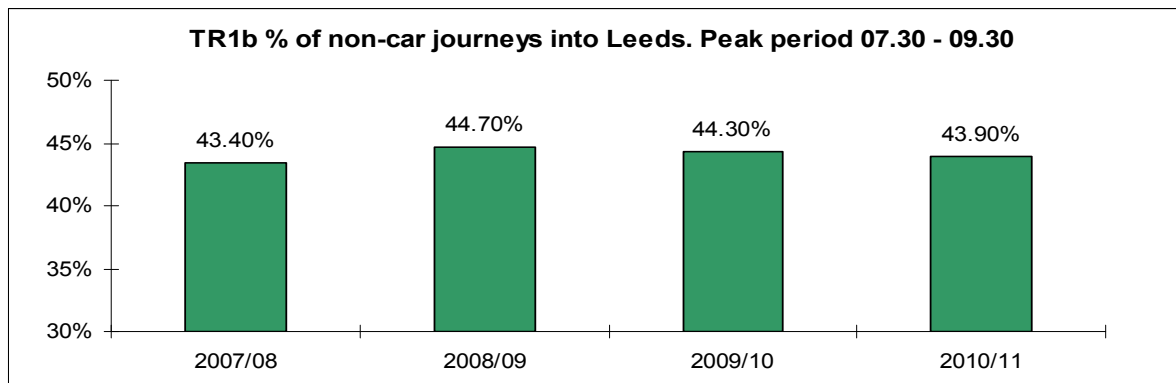
Accountable Director – Martin Farrington

Overall Progress



### 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 Q1 2010/11 1<sup>st</sup> April 2010 – 30 June 2010

#### Overall Summary

The government has already announced cuts in the current year transport budgets and further cuts are expected for future year funding. Progress is still being made on the schemes being funded through the Local Transport Plan (LTP) Integrated Transport money, however, the new government has put a hold on the major schemes funding pending the Comprehensive Spending Review (CSR) in the autumn, this includes New Generation Transport. It is not yet known how significantly the CSR will impact on planned transport initiatives underpinning this improvement priority.

Preparatory work had started on the A65 Quality Bus Scheme prior to the spending cuts and main contract works commenced in May 2010. The DfT re-confirmed the funding following the election and the scheme is progressing with completion is expected June 2012. Although the latest result for TR1b(i) (percentage of non-car journeys into central Leeds in the morning peak period) has fallen compared to previous years the indicator has a +/-2.0% confidence interval and therefore the indicator has fallen only 0.8% below the highest reported result in 2008/09 of 44.7%. Discussions are ongoing with Metro regarding data quality concerns for this indicator.

#### Achievements

- Leeds Bus Partnership – 2009/10 Base level for bus patronage in Leeds now established by Metro. Ongoing trends will now be tracked in order to establish future targets. Specific scheme progress as follows:
  - A65 Quality Bus Major Scheme** – Full approval re-confirmed by government and progressing well. Completion expected June 2012.
  - Chapelton Road Inbound Bus Lane** – On site completion expected September 2010.
  - Roundhay Road Inbound High Occupancy Vehicle Lane** – On site completion expected October 2010.
  - Armley A647 Quality Bus Improvements** – Now to be considered as part of Leeds-Bradford corridor Initiative. Timescale and project details to be discussed at Leeds-Bradford corridor meetings.
  - Meanwood Road Inbound Bus Lanes** – Phase 1 Cross Chancellor Street mini roundabout design complete. Contractor due to commence works on site Autumn 2010.
  - A653 Dewsbury Road (Tommy Wass junction)** – Scheme approved by Executive Board in June 2010 and start on site is expected in September 2010.
- Traffic Light Priority** – Major project site evaluation process is now complete. Site implementation has commenced on the Service 51 route in Leeds covered by the stakeholder Punctuality Improvement Plan. A total of 66 Leeds signal junction locations are included in the programme, which will be delivered over the next two financial years. Sites on York Road and North Street are expected to follow the Service 51 junctions early in 2010/11 subject to continued government funding.
- Leeds Cycle Point** - The civil works for Leeds Cycle Point at Leeds rail station is complete. It is envisaged that the facility will be open to the public in August 2010.
- Transport for Leeds** – Department for Transport (DfT) Transport Innovation Fund (TIF) funding discontinued. Planning application for Kirkstall Forge secured. Transport models now scheduled for completion early September to allow extra validation and network checking. Progress to date will be reported to the member

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steering group in September 2010.

- **SPRUCE (Selective Priority in an Urban Management Control Environment)** – New hardware installed and being used for LTP. Further work on user interface and logic checking will be completed in March 2011.

### **Challenges/Risks**

In June 2010 the DfT announced that all major transport schemes are to be reviewed as part of the wider government Comprehensive Spending Review. The DfT also advised authorities who are currently developing major transport schemes to minimise any further development activity until this review is concluded. The results of the ongoing review are expected to be known in October/November 2010. The following projects have been affected:

- **New Generation Transport (NGT)** In line with DfT guidance all development activity on NGT has been temporarily paused other than small number of essential tasks
- **Leeds Station Southern Access (Metro)** Programme Entry status is subject to the Autumn spending review
- **Leeds Rail Growth Package** The proposed rail station at Kirkstall Forge is part of this package
- **Additional Train Carriages** DfT has announced a pause in its 2010/11 High Level Output Strategy schemes so the position around the additional train carriages for the Leeds area is uncertain.
- **Kirkstall Forge** Planning application secured and funding has been secured from the developer of the site towards the cost but we still require DfT funding
- **LCR Transport Strategy & LCR Connectivity Study** – LCR Phase 1 Delivering a Sustainable Transport System ( DaSTS) report submitted to the DfT on 10th June. Phase 2 funding no longer expected to be available from the DfT and any further work on the LCR Connectivity Study will need to be locally funded
- **East Leeds Parkway** – A business case is not expected to be submitted to the DfT until next year, so under the current budget situation, the scheme is likely to be less prominent than those which already have submitted business cases.

<b>Approved by (Accountable Officer)</b>	Gary Bartlett	<b>Date</b>	30.07.10
<b>Approved by (Accountable Director)</b>	Martin Farrington	<b>Date</b>	05.08.10

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<b>Key actions for the next 6 months</b>				
	<b>Action (Desired Achievements)</b>	<b>Contributory Officer/Partner</b>	<b>Milestone / Actions</b>	<b>Timescale</b>
1	<b>Pudsey Bus Station:</b> Manage delays due to severe weather and tight programme	Andrew Hall, LCC	Deliver scheme to revised completion date	October / November 2010
2	<b>Leeds Bus Partnership:</b> Progress work on the various schemes to revised completion dates	Andrew Hall, LCC	Completion of Chapeltown Road inbound bus lane Completion of the Roundhay Road inbound HOV lane. Work delayed due to finding and accommodating a gas main not previously identified on the statutory undertaker plans	September 2010 October 2010
3	<b>Transport for Leeds:</b> Completion of Leeds Transport Model multi-modal modelling suite to revised timetable allowing for additional network and validation to enable detailed testing of future strategy options following Member presentations	Paul Roberts (WYPTE) Andrew Hall, LCC	Present the strategy and priority schemes to Members and get approval to develop details Public Transport and Demand Models completed Highway model Complete	September 2010  September 2010
4	<b>Comprehensive Spending Review:</b> Leeds Station Southern Access East Leeds Parkway	Ben Whitaker, WYPTE	Comprehensive Spending Review completed and re-confirmation of Programme Entry status for Leeds Southern Access	October 2010
5	<b>New Generation Transport:</b> Secured confirmation of scheme approval enabling continuation of Transport and Works Act Order preparation & submission process	Dave Haskins, WYPTE	Work on hold except for essential tasks pending the autumn spending review. Next milestone DfT re-confirmation of Programme Entry status to allow TWA process to re-commence.	October / December 2010

<b>Ref</b>	<b>Title</b>	<b>Owner</b>	<b>Frequency &amp; Measure</b>	<b>Rise /Fall</b>	<b>Baseline</b>	<b>2009/10 Full Year Result</b>	<b>2010/11 Target</b>	<b>2010/11 Full Year Result</b>	<b>Data Quality</b>
LSP-TR1b(i)	Percentage of non-car journeys into central Leeds in the morning peak period*	Transport Policy	Annually %	Rise	42.3% (2004)	44.3%	45%	43.9%	*Some concerns with rail data collection.
LSP-TR1b(ii)	Local bus passenger journeys originating in the authority area	Transport Policy	Annually Number	N/A	80,424,891 (2009/10)	80,424,891	Not set	N/A	*Some concerns with methodology

\*Data for this indicator is obtained from both the Leeds Central Cordon Modal Split Roadside Survey and rail passenger counts undertaken by Metro. There are concerns over the robustness of this indicator as the survey methodology for rail passenger counts has been recently changed by Metro, any change in the number of rail passengers directly affects the percentage mode share of other modes. Metro are in the process of commissioning a review of their data requirements and have been requested by Leeds City Council to include the collection of bus and rail passenger numbers in this process. Please note that the confidence intervals on this indicator are +/-2.0%, and therefore the indicator has fallen only 0.8% below the highest reported result in 2008/09 of 44.7%.