

Report of **Director of City Development**

Report to **Scrutiny Board (Sustainable Economy and Culture)**

Date: **19 April 2012**

Subject: **TRANSPORT PLANNING – SESSION 3**

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

Summary of main issues

1. At their 1 December 2011 meeting the Board agreed Terms of Reference for an “inquiry into the impact of existing major sources of travel movements within the City, and the plans being made to address the impact of known future developments on the City’s transport infrastructure”.
2. This report provides evidence to the third session of the inquiry covering Park and Ride, including:-
 - an overview of functioning park and ride schemes in the City and their effectiveness.
 - an overview of the public consultation that has taken place with regard to functioning sites.
 - an update on the current position, including development work in progress and potential future options, including influences/rationale for site selection.
 - the planned consultation process to be undertaken and timetable.
 - the opportunities and barriers and the outcomes that might be expected from park and ride.
3. The Terms of Reference for this Session have included matters concerning future transport demand and forecasting. However, these matters have been substantially covered and discussed in Sessions 1 and 2 of the inquiry.

Recommendations

4. Members are requested to note and comment on this report.

1 Purpose of this report

- 1.1 This report provides information to the third session of the Board's inquiry into transport challenges and issues in the city as set out in the terms of reference agreed at their 1st December 2011 meeting.

2 Background information

- 2.1 A new Local Transport Plan 2011-26 was adopted by West Yorkshire Integrated Transport Authority in April 2011 and forms the statutory transport plan for West Yorkshire. A separate Local Implementation Plan for Leeds is being prepared to support the LTP which covers programmes for the period 2011-14 and sets out the basis for longer terms transport ambitions in the city within an overall framework for transport planning in West Yorkshire and the City Region.

- 2.2 At its meeting on 1st December last this Scrutiny Board agreed a programme of inquiry into transport planning issues. The terms of reference sent in December for this session of inquiry, were to cover:

- Meeting future demand – forecasted growth and development of the City and the capacity of the transport infrastructure as detailed in the Leeds Implementation Plan to cope in the long medium and short term, referring to Census information 2010 if available.
- Park and Ride
 - overview of functioning park and ride schemes in the City and their effectiveness.
 - overview of the public consultation that has taken place with regard to functioning sites.
 - update on the current position, including development work in progress and potential future options, including influences/rationale for site selection.
 - planned consultation process to be undertaken and timetable.
 - the opportunities and barriers and the outcomes that might be expected from park and ride.

- 2.3 However, the report presented for Session 2 included a comprehensive review and presentation of the aspects requested under the first item 'meeting future demand,' and so this is not repeated here in this report. All the key aspects of the transport strategy under scrutiny are in some way interlinked and therefore this report sits in the wider context of the reports considered and discussed for Sessions 1 and 2.

- 2.4 Note that the Census 2010 data has not been available for any further analysis of the transport related issues presented in this series of reports. Once the data is published, which is not expect for several months, it is intention to utilise the information once it has been analysed for the further development of strategies and schemes.

- 2.5 As presented in the previous reports, the context for future transport planning in the city centre is set by the West Yorkshire Local Transport Plan; the Vision for Leeds to be the best city in the UK by 2030; and by the vision for the city centre. The 2010 city centre vision conference identified several transport themes as being of particular interest in terms of future strategy and this included park and ride.

Overview of Previous Sessions

- 2.6 The Session 1 report provided the initial basis for the Scrutiny Board's further consideration of aspects of transport planning for the city and established the overall basis for forecasting of transport impacts and demand.
- 2.7 The Session 2 report presented the context for the future planning, development and management of transport in the city centre. It presented the concept of a new strategy for the city centre being implemented in phased approach to meet the emerging needs of the city as it develops in the future. It discussed priorities such as major developments and the emergence of the South Bank as a key area of the city centre, the management of traffic in the centre to create and support a city centre which meets the aspirations for Leeds as the Best City in the UK (including its public and urban realm) and the major impacts and changes that will be expected as a result of the Government's decision to develop a high speed rail network with a station in Leeds. Finally, the report also presented the rationale for forecasting and providing for future year demand resulting from growth in employment to 2026.

3 Main issues

- 3.1 On 18 January 2012, Council requested a report to Executive Board on options for park and ride. This report which is appended is to be considered at the 11 April meeting of Executive Board.
- 3.2 The Executive Board report provides extensive coverage of the matters to be covered in Session 3 of the inquiry. It is therefore presented with this report as the basis for Members' information and further consideration of park and ride.
- 3.3 The key points from the Executive Board report can be summarised as:-
- 3.3.1 Park and ride is supported by local policy and City Region strategy. Since the early development of plans for a rapid transit system, Leeds has adopted the concept of a ring of park and ride sites for intercepting city-bound traffic.
- 3.3.2 Park and ride schemes have significant cost both for construction and operation and the majority require an ongoing subsidy.
- 3.3.3 The key sites in the park and ride strategy have been identified as Stourton, Bodington, Elland Road and within Aire Valley Leeds. Between them, these sites could deliver the required number of park and ride spaces for the strategy.
- 3.3.4 The development of these sites will assist in the further establishment of the case and options for other potential sites previously identified – such as Grimes Dyke to support the proposed East Leeds Extension and at Alwoodley Gates – and guide the future development of the park and ride strategy.

- 3.3.5 The report to Executive Board has recommended the continued development of the park and ride strategy and proposals currently being progressed including further feasibility work for the Elland Road option.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 The development of the Local Transport Plan was underpinned by a West Yorkshire wide process of engagement with Members, Stakeholders, transport users and residents. No further consultation on transport plans has been undertaken since this was concluded. The further development of the city centre transport strategy and individual park and ride schemes will be supported by a suitable engagement and consultation strategy.
- 4.1.2 In terms of engagement, it is worth noting that, as a bus park and ride scheme requires a bus service, any consultation will be likely to need preceding by engagement with bus operators to test affordability and viability. There is therefore a need for initial early engagement with ward members to brief them and received their views on the proposals being considered.
- 4.1.3 As the only extant bus park and ride scheme in Leeds on King Lane was introduced in the 1990's there is little recent local experience of consultation other than that gained during the ongoing development of the NGT proposals. However, it is anticipated that as with all significant transport schemes a structured process of consultation and engagement will be developed, which where relevant would draw on the experience of other authorities with successful such schemes.

4.2 Equality and Diversity / Cohesion and Integration

- 4.2.1 The development of the Local Transport Plan has been informed by the preparation of an Integrated Sustainability Assessment which has included assessing the impacts of the transport policies and strategy on these issues. In terms of more specific schemes and policy developments further equality and diversity screening and assessment will take place on an individual basis as proposals are developed further and with respect to park and ride schemes as detailed in the Executive Board report.

4.3 Council Policies and City Priorities

- 4.3.1 The development and progression of the Local Transport Plan and transport strategy specifically supports the delivery of the City Priorities to:
- Improve journey times and the reliability of public transport; and
 - Improve the environment through reduced carbon emissions.
- 4.3.2 The development of specific transport strategy for the city centre will support the

4.4 Resources and Value for Money

- 4.4.1 This report has no specific resource and value for money implications. The Executive Board report addresses the wider issues concerning park and ride schemes.

4.5 Legal Implications, Access to Information and Call In

- 4.5.1 This report has no specific legal or access to information implications. The details as related to park and ride schemes would be addressed in the course of detailed project development.

4.6 Risk Management

- 4.6.1 This report has no risk management implications. Processes for risk and project management are in place for the delivery of LTP policies and programme and, in line with the Council's own practices and procedures and these would be applied to the further development of park and ride schemes.

5 Conclusions

- 5.1 This report has presented information on the role and development of park and ride in the city. It is considered that park and ride has a key role to play in the future development of the transport strategy, especially with regard to managing city centre bound journeys and traffic and taking a holistic approach to parking provision within in the city. The options and strategy are set out in the park and ride strategy report to the April meeting of the Executive Board.

6 Recommendations

- 6.1 Scrutiny Board members are requested to note and comment on this paper.

7 Background documents¹

- 7.1 The following background documents relate to this report.

- i) Executive Board Report "Park and Ride Strategy for Leeds," April 2011 and associated EDCI screening.
- ii) Scrutiny Board (Sustainable Economy and Culture), Transport Planning Inquiry Session 1, January 2012
- iii) Scrutiny Board (Sustainable Economy and Culture), Transport Planning Inquiry Session 2, March 2012

¹ The background documents listed in this section are available for inspection on request for a period of four years following the date of the relevant meeting. Accordingly this list does not include documents containing exempt or confidential information, or any published works. Requests to inspect any background documents should be submitted to the report author.

APPENDIX