

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.

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

Leeds £173.5m Public Transport Investment Programme December 2016

