

**Report of:** Gary Bartlett, Chief Officer Highways and Transport

**Report to:** Inner East Community Committee

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**Date:** 30<sup>th</sup> November 2017                      To note

**LeedsTransport Conversation update and Inner East transport update,**

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## **Purpose of report**

1. Following on from the report, presentation and workshop undertaken with this committee last Autumn, this report will outline
  - The successful business case submission for the Public Transport Investment Programme (£173.5m) announced by the government on the 28<sup>th</sup> April 2017 (Department of Transport).
  - The above public transport funding proposals were developed in response to the feedback from the Transport Conversation engagement process in the Summer/ Autumn 2016 and both the Leeds wide and Inner East response is outlined in the report.
  - Outline of Leeds wide transport improvements, the Public Transport Investment Programme (LPTIP - £173.5m) as well as other transport improvements within the Inner East area.
  - Bus improvements including First Bus committed to spending £71m on buying 284 new greener buses.
  - The West Yorkshire Combined Authority (WYCA) proposal for bus network and Community hub improvements.
  - Identification of the longer term proposals and key issues for development of a 20 year Leeds Transport Strategy.

### Decisions:

- For Members to note and feedback on the progression of the delivery plan for the £173.5 million proposals.
- WYCA inviting feedback on the network improvement and community hub proposals.
- To note the development of a longer term Leeds Transport Strategy.

## **Main issues**

2. Leeds Transport last reported and presented to this committee on the 8th September 2016 and followed this up with a workshop (2nd November 2016). The following section details the feedback from the Transport Conversation and specifically the feedback from this committee and community area, as well as a summary of the Leeds wide transport proposals and development of a Leeds Transport Strategy.

### **Leeds Transport conversation introduction:**

3. Progression of the Transport Conversation and the £173.5 million programme proposals was reported to Executive Board on the 14<sup>th</sup> December 2016, with the subsequent submission of the LPTIP business case to the Department of Transport on the 20th December 2016. The programme was developed in response to the feedback from the Transport Conversation engagement process in the Summer/ Autumn 2016 and both the Leeds wide and Inner East response is outlined in the report.
4. A three month Transport conversation was initiated on 2<sup>nd</sup> August, until 11<sup>th</sup> November 2016, through an online survey questionnaire. This process generated 8169 questionnaire responses, along with feedback from 100 workshops, meetings and presentations and demonstrated a keen interest in engaging with the city on issues of transport, both now and in the longer term. There was also a young person's survey conducted jointly by Leeds City Council and WYCA.

### **Transport Conversation: Leeds response**

5. The report showed that across the consultation there was a strong desire to travel more sustainably. In the workshops, letters and emails, many of the comments referred to wanting to improve public transport, walking and cycling routes. This is evidenced in the questionnaire survey, where those who currently drive to work and to non-work activities wanted to use a more sustainable mode for these journeys (56% and 47% respectively).
6. Across the survey and other consultation mechanisms, respondents felt that investment in the Leeds Transport System was vital to improve the economy and the environment. The key themes from the feedback provided 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.

### **Transport Conversation - Inner East response:**

7. As well as the overall analysis of the Leeds wide response, there was some further analysis undertaken on a Community Committee area basis. The report for the Inner East area is included as an appendix to this document. This showed that a total of 136 respondents to the Leeds Conversation questionnaire were from the Inner East communities. The list below shows the top four priorities for transport investment indicated by 80 of the questionnaire respondents from Inner East who responded to this question.

Top four comments	Inner East %	Leeds %
1. More reliable bus service	21%	14%
2. Invest in tram system	21%	16%
3. Cheaper/ better value for money (Bus)	15%	8%
4. Improvements to cycling facilities	14%	18%

8. The questionnaire response also highlighted other key issues as being; A more reliable bus service was the top priority for investment and was mentioned more frequently by Inner East respondents than others. Respondents from the Inner East also raised the need to invest in a tram or rapid mass transit system services in both open ended questions. The need for bus services to be cheaper and better value for money was also highlighted by a significantly higher proportion of respondents. Furthermore, improved bus stock/ bus stop facilities and better connections with surrounding areas were issues particular to this area.
9. The top three priorities for respondents from the Inner East for the delivery of transport investment mirrored those of Leeds respondents overall (see main report). In addition, there were suggestions to build on existing infrastructure and make use of the latest technology.
10. In addition to the questionnaire analysis there was further feedback received from this committee on the 08.09.16 and the 02.11.16 workshop. The feedback from these meetings was included as part of the overall assessment within the Transport Conversation and included the following general issues of poor bus reliability, marginalised communities, bus fares too high, simplified ticketing.. The following locally specific summary of suggestions from the 2<sup>nd</sup> November workshop are included below (see appendix for notes of the workshop).

#### Inner East Transport Improvements suggested at Community Committee workshop

- Expansion of access bus service
- Better bus links with St James
- Expanded rail services
- Better links between the bus and train station
- Better use of technology

#### #LeedsTransport – £173.5m transport improvements:

11. In response to the issues raised by the Transport Conversation, the LPTIP funding (£173.5M) awarded from central government is being targeted on public transport improvements across Leeds on both site specific improvements including rail stations and bus corridor upgrades, which are detailed below. These proposals are about offering a greater range and choice of transport options such as bus service wide improvements across Leeds, more park and ride, new and improved rail stations and an airport parkway, all creating new jobs. The headline proposals are included in the table below;

### **Rail improvements:**

- Development of three new rail stations for key development and economic hubs serving Leeds Bradford Airport, Thorpe Park and **White Rose**.
- Making three more rail stations accessible at Cross Gates, Morley and Horsforth.

### **Bus Improvements:**

- 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.
- 1000 more bus stops with real time information.
- Bus Priority Corridors : Investment in a number of key corridors to reduce bus journey times and improve bus service reliability including the following key corridors:
  - 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 and reliability by investing in the Lawnswood roundabout and localised priority interventions;
  - A58 North East: Investment at key traffic hotspots to improve bus journey times along the corridor;
  - A647: Bus priority through the congested A647, linking to the park & ride expansion at New Pudsey railway station; and
  - Provision to examine the wider corridor network needs as part of the longer term 10 year plan for the bus network.

**Park and Ride:** Park & Ride is an important element of the emerging Transport Strategy for Leeds. Park & Ride is good for the city economy and the environment as it reduces parking in the city centre and also helps to reduce congestion and improve the city's air quality by reducing the number of cars entering the city centre.

- Building on the success of the first 2 park and rides (Elland Rd and Temple Green) with nearly 2000 spaces provided to date.
- A further 2000 more park and ride spaces are to be created with
  - A new site opening at Stourton Park and Ride in 2019.
  - The exploration of a north of the City, park and ride site.
  - Potential further expansion of Elland Road park and Ride

### **Mass Transit:**

- As part of the LPTIP funding, a study is looking into the potential for a future mass transit and is explained further under the transport strategy.

### **Cycling and Active Travel:**

- The LPTIP initiative will involve improvements to key public transport corridors as listed above under the bus priority improvement corridors (A58, A61, A647 and A660),

**Transport Hubs and Connecting Communities:** The LPTIP Programme also includes a significant focus on improving the bus offer for the City. Alongside the bus corridor and City Centre improvement works, there is also an opportunity to enhance and improve interchange facilities and identify gaps in the transport network, which could improve connectivity. The following projects will deliver:

- 1. Transport Hubs** -investing £8m of capital funding to deliver new or upgraded facilities outside the City Centre which strengthen the role of community/ district centres as transport interchanges
- 2. Connecting Communities** -investing £5m of capital funding and targeting current revenue support to improve the connectivity within and between Leeds communities addressing travel demands which are not being met by the commercial bus network. Connecting Communities could also be delivered through improvements to walking and cycling routes.

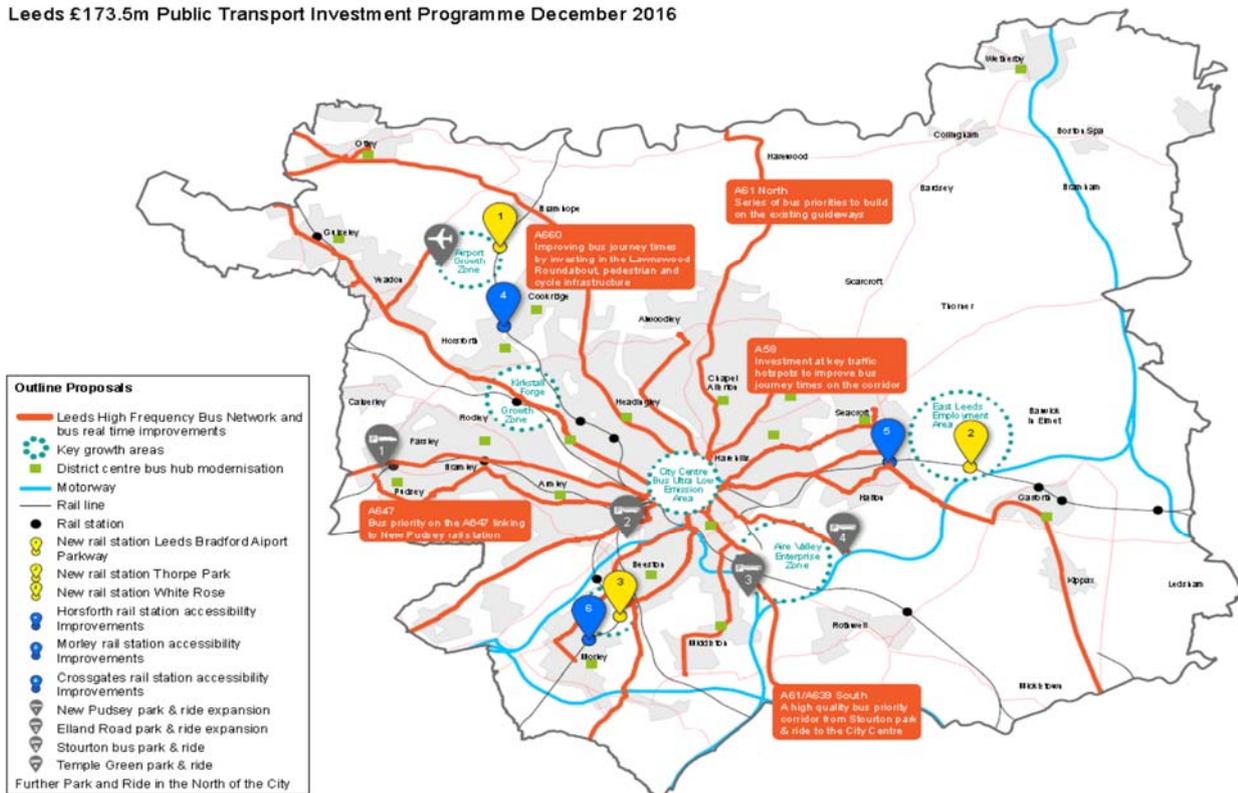
**Key principles**

- Capital investment cannot exceed funding allocation
- Schemes need to be deliverable in the timescales (by 2021)
- Schemes are required to be value for money

The Potential options for the Transport Hubs and Connecting Communities schemes are currently under consideration and are taking into account transport and economic data, the Bus Strategy Consultation and Leeds Transport Conversation.

- A representative from WYCA will be attending the meeting and inviting comment on these proposals.

Leeds £173.5m Public Transport Investment Programme December 2016



12. The LPTIP proposals described above are not the only programme of transport improvements proposed in Leeds. There are also an extensive range of other transport schemes over the next few years that are either recently implemented, under construction or under planning and are listed as a summary of the Leeds Transport – scheme summary, appended to this report. This list shows that there are substantial schemes underway in Leeds, however there are more planned to be taken forward through the emerging Leeds Transport Strategy which is covered below (para 31).

### **Transport improvements – for the Inner East area:**

**13. A58 Bus corridor improvements:** As part of LPTIP ambitions to develop a Quality Transport Corridor along the A58, Leeds City Council is examining ways to improve the route between Leeds city centre and Roundhay/Oakwood, particularly for bus users. This includes the two principal routes served by buses; namely Easterley Road-Harehills-Beckett Street (via St. James's Hospital), and Roundhay Road-Harehills-North Street.

14. Work to date has highlighted a range of issues to be addressed through the Quality Transport Corridor scheme. These include:

- Significant delays and congestion along Beckett Street outside St James's Hospital at peak times, with some of the worst inbound delays occurring during the evening peak period.
- Further delays in Harehills due to limited road space and complex demands for pedestrian and vehicle movements between the various businesses and side streets.
- Delays along Roundhay Road, with high demand stops around the Enfield Centre and various junction issues extending north between Barrack Road and Roseville Road. This section also suffers a high number of accidents, increasing the need for road safety measures.
- Slow bus journey times on approaches to Fforde Greene, in-part caused by on-street parking preventing available road space being used as efficiently as possible.

15. Work is currently underway to develop a range of indicative concepts with the potential to address the above issues and improve the route for all road users. Consultation to canvass views on these initial concepts will be undertaken early in the new year.

### **16. New buses and service improvements;**

- Coastliner (services 840, 843, 845 (York, Malton & East Coast))– Replacement of some of the Coastliner fleet, introducing the new vehicles in late 2016/early17. The buses have visual announcements, higher specification interior than vehicles these buses replace.
- Service 70/71 (Leeds – Wetherby – Harrogate) – Newer vehicles, better interior specification compared to previous buses and route(s) now branded.
- New twin-deck vehicles (with a higher interior specification than the vehicles they replaced) for services 163/166 (Leeds – Cross Gates – Garforth – Kippax – Castleford) upgraded to Sapphire brand with audio/visual announcements.

17. **Cross Gates station – accessibility works;** By 2023 all rail stations will become accessible including upgrades planned at Cross Gates, Morley and Horsforth.

18. **City Cycle Connect Superhighway.** The West Yorkshire Combined Authority's City Connect programme completed the Bradford to Leeds Cycle Superhighway in July 2016. A programme of monitoring and evaluation supports the programme and is ongoing. Automatic Cycle Counters have been installed at points across the route and over 400,000 trips by bike have been recorded since opening. Phase 2 of CityConnect projects has started construction, with works

starting in Leeds City Centre in October to link the Cycle Superhighways, visit segregated route through the city centre. The works will also link to the emerging education quarter and cycle loop around Leeds. This phase of works is expected to be complete in Summer 2018. Plans and further details can be found at [www.cyclecityconnect.co.uk/Leedscitycentre](http://www.cyclecityconnect.co.uk/Leedscitycentre)



19. **Temple Green park and ride;** The 1000 new car parking spaces complements the Elland Road Park and Ride (opened in 2014), catering for trips from the north and east of the city, with access via junction 45 of the M1. It provides a high frequency, express bus service using comfortable modern vehicles (using existing and additional bus priority measures) to give an average journey time of 15 minutes to the city centre from the Temple Green site. The £8.5m scheme opened Monday 19 June 2017.



20. **Leeds Transport Strategy:** The Transport Conversation showed us that whilst people want short term improvements they also want to see longer term thinking. In response to this, an emerging transport strategy is underway (see background papers), with the question of how does Leeds address its key transport challenges in the context of needing to contribute towards economic growth, inclusivity, health and wellbeing and City liveability over the next 20-30 years.

## Corporate considerations

- 21. **Equality and diversity / cohesion and integration;** Improving public transport, will improve local connectivity and in turn increases access to employment, education, and leisure services and facilities for all equality groups.
- 22. **Council policies and city priorities;** The anticipated benefits for Leeds from the Transport Strategy development and LPTIP have the potential to contribute to the vision for Leeds 2030 to be the best city in the UK.

**23. Conclusion;** The first phase of the Transport Conversation showed that across Leeds and in Inner East there was a similar call for both short and long term improvements; across the bus network, rail services, reduced traffic congestion; improved cycle and walking facilities as well as looking at large scale infrastructure improvements. Although there was a particular emphasis in Inner East on bus service network improvements.

24. Whilst the Conversation was particularly focused on securing the promised £173.5m from the government. It also sits in the wider context of the £1 billion of transport schemes identified through the Transport Fund and the interim Leeds transport strategy. A presentation at the meeting will follow the main structure and content of this report and offer an opportunity for further discussion and feedback.

## **Recommendations**

- To note the feedback from the Transport Conversation and its input into the £173.5m public transport improvements and informing a wider transport strategy for the City and the Inner East area over the next 20 years.
- To note the overall progression of Leeds Transport and LPTIP Schemes in Leeds overall.
- To note progression of the major transport schemes within the Inner East Area.
- To provide feedback to the West Yorkshire Combined Authority (who will be attending the meeting) on the proposals for the Transport Hubs and network proposals.

## **Appendices**

- Inner East Workshop – notes of workshop 12<sup>th</sup> October 2016
- Aecom analysis of Inner West questionnaire responses
- Summary of Major Transport Schemes in Leeds – Extract from Leeds interim Transport Strategy (see below).

## **Background information**

- Transport Conversation results report and the Leeds Transport Interim Strategy to be found at: [http://www.leeds.gov.uk/residents/Pages/Leeds-transport-conversations.aspx#http://www.leeds.gov.uk/docs/Leeds Transport Strategy.pdf](http://www.leeds.gov.uk/residents/Pages/Leeds-transport-conversations.aspx#http://www.leeds.gov.uk/docs/Leeds%20Transport%20Strategy.pdf)
- WYCA website – Bus and Transport strategies <http://www.westyorks-ca.gov.uk/transport/>