



## Report of the Chief Planning Officer

### *PLANS PANEL CITY CENTRE*

Date: 29<sup>TH</sup> April 2010

**Subject: REPORT SETTING OUT THE CHANGES REQUIRED TO EXISTING BUS SERVICES TO FACILITATE THE DEVELOPMENT OF BOAR LANE UNDERCROFT AS PART OF THE TRINITY WEST SCHEME.**

#### **APPLICANT**

Trinity Quarter Developments  
Ltd

#### **DATE VALID**

Not relevant

#### **TARGET DATE**

Not relevant

#### **Electoral Wards Affected:**

**City and Hunslet**

Ward Members consulted  
(referred to in report)

#### **Specific Implications For:**

Equality and Diversity

Community Cohesion

Narrowing the Gap

#### **RECOMMENDATION:**

**This report is for information and Members are requested to note it's contents only.**

### **1.0 Introduction**

The purpose of this report is to provide the further information requested by Members at Panel on 4<sup>th</sup> March following the pre-application presentation by the applicant and architects of the Trinity scheme. The presentation indicated the infilling of the undercroft area fronting Boar Lane, which currently contains 3 bus stops, a waiting area and a parade of retail units. This would then allow the extension of the retail frontage to align with the outer face of the upper floors of the existing building. In addition, the footway would be widened into the existing bus lay-by to continue the minimum 3m width which exists along the remainder of Boar lane to the East.

Whilst Members agreed that the physical changes proposed were a significant improvement and that any future application could be determined under delegated powers, it was requested that before such an application could be approved officers would explain the strategy behind the relocation of the bus services currently located in the undercroft.

The applicants highways engineers have worked alongside Mott Macdonald who were commissioned by Leeds City Council and Metro to prepare a study of the 'public transport box' for the NGT scheme and to develop detailed proposals to mitigate the problems and issues identified in an earlier study. The resulting Public Transport Operations Study has also considered the impact of the Trinity West development proposals for Boar Lane on bus stop kerb space and developed an interim proposal which would both facilitate the development and ensure that, when NGT is constructed, it is also consistent with that scheme.

## **2.0 Objectives for Improved facilities**

The loss of the undercroft area provides an opportunity to reconsider the integration of public transport in the area of City Square and the Railway Station. One of the constraints of the existing facility on Boar lane is that it is not easily visible and it is acknowledged that the environment is poor even though it provides a covered facility. The opportunity therefore exists to remove this negative aspect and replace it with a clearly visible and integrated transport hub in City Square. The Mott Macdonald study has incorporated this into its proposals which are set out below. The major opportunities are considered to be the ability to provide:

- A higher quality passenger waiting environment in new shelters containing real time bus information displays
- A more visible location of bus facilities especially from the railway station which would lead to greater use
- Integration between bus systems and the future NGT facility
- Integration with the facilities in front of the Rail Station where there is already a bus interchange facility, a taxi rank and the currently under construction cycle hub.

It is also important to ensure that current walk distances for passengers are not impacted upon negatively and whilst the relocation of stops will almost inevitably mean that there will be certain circumstances where a greater distance must be traveled, the objective is that the passenger has a better quality of experience. This is referred to below in the section 3.0 Accessibility Impacts.

The fact that much of this is driven by the developer of the Trinity scheme's desire to infill the undercroft also means that there will be a requirement for them to provide funding towards these works. This has been accepted by the developer and the level of this contribution will be discussed as part of the on going negotiations on this matter.

## **3.0 The Proposals**

The following comments summarise the Public Transport Operations Study and relate to the Sandersons 'Bus Service Relocation' plan attached to this report.

- The study concluded that a minimum of 5 bus stops and an NGT stop would be required on Boar Lane / City Square to replace the existing 8 stops. This allows all buses to stop once on Boar Lane / City Square, currently some buses stop twice or three times.
- The proposals create a new bus stop on Infirmary Street (H), this allows relocation of existing services from P5 and to rationalise services within Infirmary Street to place First services on stop H and primarily Arriva services on stop G to reduce conflicts.

- Stop P5 in City Square is of importance as it will be conjoined with the NGT stop to provide a prominent public transport hub. This stop will be realigned to provide a better docking arrangement for the route 4 articulated bus service along with conventional services that will be a focus for services from this part of the city that serve St James Hospital. A high quality waiting area will be provided to serve both bus and NGT services, partially funded by the Trinity Quarter developer.
- Whilst there will be no change to the bus services using Park Row stops, the three stops at the southern end will have their spacing increased slightly to improve the ability of buses to dock parallel to the kerb and avoid congestion problems that currently occur with the back of buses projecting out into the through traffic lane.

In respect of Boar Lane the following stop relocations are proposed:

- Stops P7, P8 and P9 will be removed from within the undercroft area, additionally, the opportunity has been taken with the bus stop rationalisation to remove stop T3A that would need to be removed for the NGT stop.
- Stop T2 will remain as an alighting only stop in the proposals but could be used for boarding in the future if required.
- Services using Boar Lane will all now stop once on Boar Lane or City Square, some services stop twice or three times currently which is an inefficient use of the available kerb space.
- It is likely that stop T4 will be relocated to Duncan Street with the NGT proposals. This is the only change needed to the Trinity scheme.

There is a requirement for bus layover to be considered and amended. The loss of three stops increases the intensity of use of the remaining stops, currently informal lay over occurs at some stops which will be less desirable with the increased usage. To counter this, an additional layover and alighting stop will be created on South Parade that whilst not being used by services directly affected by these proposals, will increase overall capacity in the city centre.

The Trinity Quarter developer will fund the bus stop relocations including shelters and real time information boards and the necessary public information processes to assist passengers in relocation to new stops.

#### **4.0 Accessibility Impacts:**

When considering the location and usage of bus stops within the City Centre Public Transport Box which would both enable the introduction of NGT and mitigate the loss of the three bus stops in the undercroft, the areas of the city centre considered to be most important in terms of ensuring accessibility was not compromised were; the Rail Station, Central Bus Station, Infirmary Street Bus Interchange, Shopping centres – Boar Lane & The Headrow, the Corn Exchange and the Markets Area.

It is considered that the proposals outlined will not have any major adverse impacts on accessibility to these locations by public transport. The recommended retention of stop P6A plays a key role in achieving this outcome. In the majority of cases, where a proposal has been made to move the location of a particular bus stop, or to move bus services from their existing stop to an alternative one, this has been achieved with little or no worsening of accessibility. In general terms, levels of accessibility have been retained within what are believed to be acceptable parameters with no passengers having to walk excessive distances to access their chosen bus stop(s).

Using accessibility to the Rail Station as an example, under the proposals for Infirmary Street, City Square, Boar Lane and Duncan Street, seven bus services would stop further away from the station, while nine services would either stop closer to the station, or the walking distance from the station would remain substantially the same. Therefore, it is considered that the proposals do not materially affect walking distances adversely. In addition, the rationalisation of bus stops in this area means it should be possible to use simpler and clearer signage to direct passengers from the Rail Station to their relevant bus stop.

## **5.0 Metro comments**

Metro have commented as follows:

- LCC, Metro and Land Securities spent a good deal of effort looking for a solution based on upgrading the existing undercroft facility, however, this proved not to be workable, and would have resulted in a sub-standard facility.
- The current conceptual proposals were taken to the West Yorkshire Integrated Transport Authority (WYITA) Members Facilities Working Group who accepted the proposal in principle, provided adequate replacement facilities are provided, those facilities are of a high standard, a communication plan is enacted to inform passengers before and during the changes, and that a reasonable contribution is secured to expand the high quality 'NGT' facility on City Square to accommodate buses and interchange.
- Metro undertook a passenger survey in spring 2009 to gauge user perceptions of a potential move out of the undercroft. The overwhelming view was that the existing facility was poor, but split 50:50 on whether a move (to better facilities) was worth marginal extra walking distances. The same survey also assessed the (actual) move from under the railway bridges on Neville Street to the new stop positions further south on Neville Street as part of the Neville Street improvement works. This concluded 75:25 that the extra walk was worth the better facilities.
- Discussions have been undertaken with Arriva and First, both agree in principle to the proposal and confirm the current facility is poor and works against attracting new users. They asked for buses to be relocated to focus buses to St James Hospital on City Square and as a means of protecting future capacity and flexibility asked for a layover to be included on South Parade.
- City Square Interchange will be a major focus for interchange between rail, bus and NGT.
- Operators want to take the opportunity to look in detail at bus stop allocations based on the proposed infrastructure.

## **6.0 Summary and Conclusions**

The Trinity interim proposal meets the identified requirement for a minimum of five bus stops for eastbound services within the area bounded by Infirmary Street and Duncan Street to replace the eight existing eastbound bus stops on Boar Lane.

The only difference between the interim proposal and the ultimate solution to accommodate both the Trinity development and NGT is the retention of stop T4 on Boar Lane pending the construction of the NGT stop in front of Trinity Church such that the proposed new Duncan Street stop is not required during the interim period.

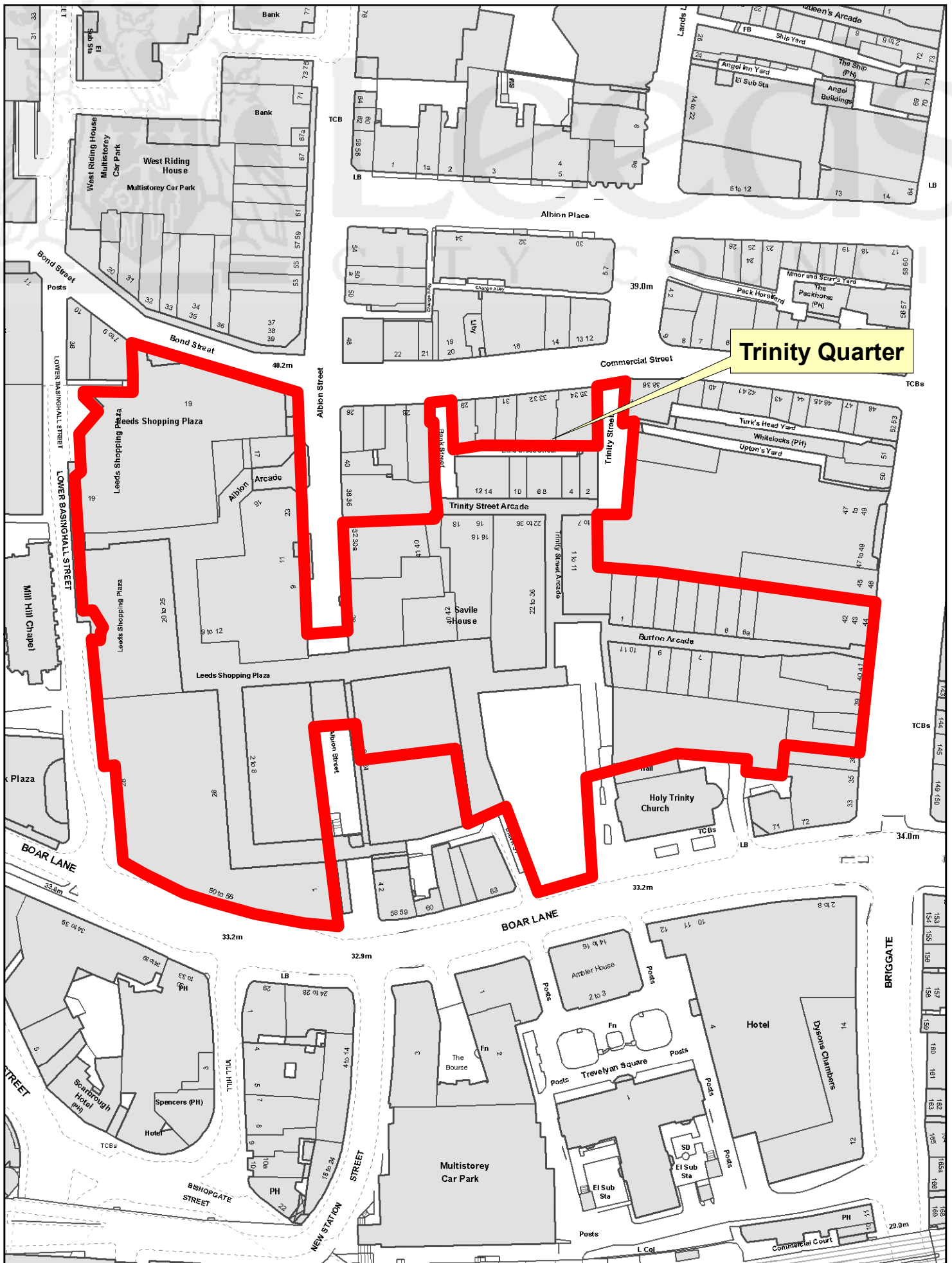
The aim of enabling the introduction of NGT, with minimal changes to the bus stops in the Trinity area being required beyond those necessary to facilitate the Trinity West development, is thus achieved.

It is considered that the interim proposals which are set out here are an improvement over the existing facilities and would also accommodate the future installation of the NGT system. The undoubted poor quality environment in the existing undercroft would be removed to be replaced by a prime retail frontage which would announce the entrance to a vastly improved retail core with Trinity at its entrance.

A considerable amount of time and resources have been expended on this scheme and LCC, Metro, Mott Macdonald (NGT incl.), the relevant bus service providers and the developer team have all worked together to ensure that all aspects of the proposal have been considered. Members are therefore requested to note the contents of this report which would enable the scheme of development and bus relocation to proceed.

**Background Papers:**

The application to infill the undercroft and re-elevate the Boar Lane elevation had not been submitted at the time of writing this report

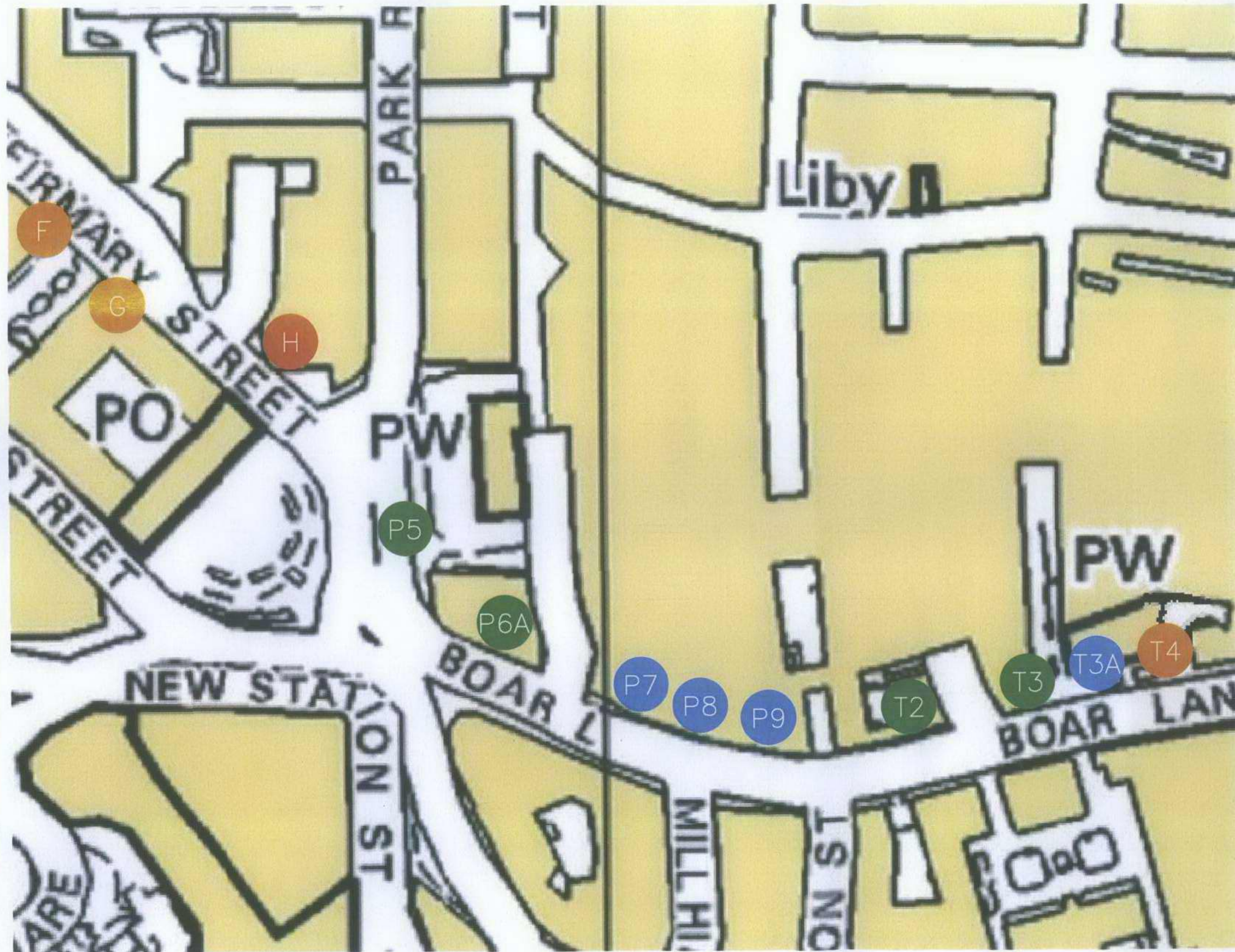


# CITY CENTRE PANEL

Scale 1/1500

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- Existing Stop
- New Stop
- Existing Altered Stop
- Removed Stop

Affected Services/Stops		
Service Number	Existing Stops	New Stops
446	F, P8 & T3A	G & T4
18/18A	G & P7	H & P6A
40/40A	G & P7	H & P6A
42	G	H
444	P5, P8 & T3A	G & T4
X41 & 62	P5	Unchanged
4(FTR)	P6A & T4	P5 & T3
16/16A	P6A & T4	P5 & T3
163/166	P9	P6A
167/168	P9 & T3A	P6A
X25, 117, 202/203, 209/219/229, 220/221/222, 254/255 & 481	T2	Unchanged
35/35X 36, 45 & 71	T3	T4
63/63A	T3A	P5
74/74A, 85 & 87	T3A	T4
37/37A & 64/64A	T4	T3
5/5A	T4	Unchanged

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TRINITY DEVELOPMENT

BUS SERVICE RELOCATION

Scale	NTS	Drawn By	JGM
Drawing Size	A3	Checked By	JGM
Date	MARCH 2010	Approved By	AND
	Drawing Number	Rev	
	FIGURE 1A		

Rev	Amendment	Drawn	Date	Checked
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