

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

Accountable Officer – Gary Bartlett

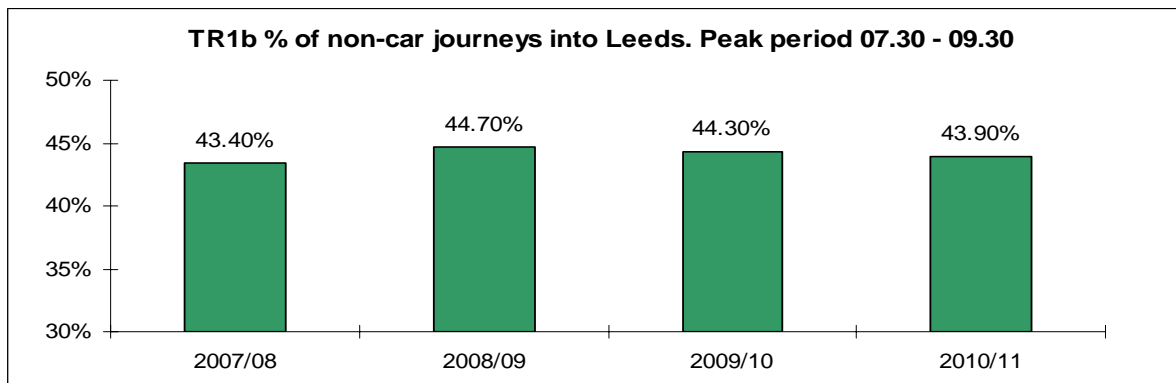
Accountable Director – Martin Farrington

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

Overall Summary

The Comprehensive Spending Review and Local Transport Capital Expenditure Settlement have confirmed the financial picture for local transport over the next four years. This includes a significant reduction of over 40% for Integrated Transport Block (ITB) funding over the next three year. Work has been undertaken to submit Best and Final Funding Offers (BAFFO) on the Leeds Station Southern Entrance and expressions of continued interest for the Leeds Rail Growth Package and New Generation Transport have also been submitted, in addition to a pre-qualification 'expression of interest' (EOI) for Leeds Inner Ring Road major maintenance scheme. The 2010-11 ITB continues to be progressed in line with the reduced funding and revised priorities. Proposals for 2011-14 ITB programme are being prepared with Metro as part of the LTP3 Implementation Plan. Meanwhile the A65 Quality Bus Corridor scheme continues to programme with completion expected on-time and within budget in July 2012.

Achievements

- **New Generation Transport (NGT)** - An EOI has been submitted to the DfT confirming Metro and the Council's intention of progressing with the scheme. Exploratory work has been undertaken to investigate funding options to reduce the cost to DfT.
- **Leeds City Region Transport Strategy** – The Transport Strategy was launched at the Leeds City Region Summit in November 2009. Subsequently the DfT funded a Leeds City Region connectivity study Phase 1, which identified a 'medium' list of intervention options that was reported to the last meeting of the Transport Panel in July 2010. Further DfT funding is not anticipated. Therefore partners are prioritising the current list of interventions, with particular focus being given to those that promote carbon reduction and jobs growth.
- **Transport for Leeds (TfL)** – Following the withdrawal of DfT funding the TfL study has been concluded, with interim findings completed in summer 2010 which proposed a package with the city centre as the focal point. The emerging recommendations and priorities have been accepted in principle as the basis for future transport strategy by the Member Strategy Group subject to more detailed testing and appraisal, and options for generating local funding are being investigated. The priorities assume that other key schemes e.g. NGT, rail capacity increases and Leeds Southern Entrance are in place. This strategy and priorities are identified as the most effective way of achieving employment and carbon reduction goals. The Local Sustainable Transport Fund due to be announced shortly may be an opportunity for match funding LTP and other resources. The new Leeds Transport Model will be used for detailed analysis (it has been delayed during the validation stage but expected imminently).
- **Leeds Bus Partnership** - Metro has agreed to share with LCC bus patronage information in relation to specific corridors. This is a positive step forward for the partnership and will enable us to work together to identify ways to increase patronage and measure the success of such initiatives. Specific scheme progress as follows:
 - A65 Quality Bus Initiative – Currently on site with work progressing well. Completion expected June 2012.
 - Chapeltown Road Inbound Bus Lane – Completed in October 2010.
 - Roundhay Road Inbound High Occupancy Vehicle Lane – Unforeseen, essential works by the gas

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company led to unavoidable delays to the scheme, due to be completed in November. These problems were compounded by the bad weather. The gas company works are now complete, and completion is expected in February 2011.

- **Armley A647 Quality Bus Improvements** – The scheme forms part of the Leeds-Bradford Corridor Initiative. Details of an outbound bus lane have been drawn up and Metro has agreed to fund the scheme. Implementation is to be confirmed but expected to be in the first year of LTP3.
- **Meanwood Road Bus Priority** – Currently on site at Cross Chancellor Street (Phase 1). Phase 2 has had funding confirmed and is due for delivery in Year 1 of LTP 3.
- **A653 Dewsbury Road** – Work continues with completion expected in summer 2011.
- **Pudsey Bus Station** – Scheme operational on 31st October before the official launch on 29th November.
- **Churwell Hill** – Funding agreed to the value of £100,000 by Metro.

Although funding for bus priority through the LTP is significantly reduced compared to previous years, there is now greater certainty over funding for Year 1 of LTP 3.

• **East Leeds Parkway (METRO)** - Network Rail are still progressing with their plans to resolve capacity issues with Leeds Station. DfT has confirmed that there is no major schemes funding available for the Parkway (Strategic Park and Ride) scheme at present. Further discussions over alternative options for delivery will continue with Network Rail.

• **Leeds Rail Growth Package (METRO):**

- **Kirkstall Forge** – The scheme was included with the DfT Development Pool in the October CSR and further work to ‘enhance’ BAFFO offer through increased local funding is being undertaken with the developer, CEG, and a revised EOI was submitted in January.
 - **Additional Train Carriages** – In December, DfT confirmed that an additional 2000 carriages will be made available across the country however the position within Leeds is still uncertain. Lobbying as part of the All Party Parliamentary Rail Group continues, along with continued communication with the DfT and the Transport Select Committee.
- **Leeds Station Southern Entrance (METRO(LSSE))** – Funding was approved by the DfT in the “supported pool” of schemes subject to proposals being reviewed and re-submitted, to provide greater value for money. A workshop was held with Network Rail to reduce costs, the output from which was submitted to DfT in January.

Challenges/Risks

- **NGT** - Delay to the project timescales due to CSR and enforced pause in project development activity. ‘Further analysis’ to be conducted, and discussions with the DfT around the options for a BAFFO will determine how this scheme progresses to submission back to DfT later in the year.
- **LCR Transport Strategy and LCR Connectivity Study** – Funding cuts to transport investment are shaping future strategy. Intention is to develop a business case based on the findings of the Connectivity Study as the basis for the City Region case for investment to Government.
- **TfL** – Developing appropriate funding options including examining how local revenues could assist. The Leeds Transport Model is the appraisal tool for the TfL strategy work and is required for NGT. Completion has been delayed due to difficulties reaching DfT web tag standards. (Note: web tags are standards against which Transport Models should be validated in relation to journey times and flows).
- **Leeds Bus Partnership** - Leeds Bus Partnership – Uncertainty over funding of year 2 onwards of the LTP 3 remains a risk and will hinder scheme development.
- **East Leeds Parkway** – Funding for the scheme. Alternative options are being explored.
- **Leeds Rail Growth Package:**
 - **Kirkstall Forge** - DfT fail to approve revised proposal.
 - **Additional Train Carriages** – Leeds isn’t allocated sufficient (or any) train carriages
- **LSSE** – DfT fail to approve revised proposal
- **Public Transport Fare Changes** – The increases in fare prices yet to be confirmed by operators may adversely affect patronage.
- **Free City Bus** – Risk of the service being withdrawn by Metro if LCC funding is not available. An Equality Impact Assessment has been completed to assess the impact of withdrawal of LCC funding on service users.
- **Bus Patronage** - Whilst operators cite the recession as the cause of bus passenger loss, Metro believes that resistance to sustained above inflation fare increases is also a significant factor. Major operators have also reduced service levels in 2009 in response to falling demand and, in some cases, the desire to maintain former profit margins. There is little prospect for short-term growth in the number of fare-paying passengers and a risk of

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further decline unless alternative approaches to the current cycle of fare increases and service reductions are developed.

- **Rail Patronage** - The number of passengers arriving at Leeds station during the weekday morning peak period (0730-0930) since 2003 have grown year on year. However, there has been a small dip of 4.6% between 2009-2010.

Approved by (<i>Accountable Officer</i>)	Gary Bartlett	Date	19/01/11
Approved by (<i>Accountable Director</i>)	Martin Farrington	Date	19/01/11

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Key actions for the next 6 months				
	Action (Desired Achievements)	Contributory Officer/Partner	Milestone / Actions	Timescale
1	NGT Develop “Best and Final Offer” which will set out the latest funding options and cost updates for NGT. A decision on NGT before the summer recess is possible, alternatively the future of NGT will be decided by the end of 2011.	Andrew Wheeler (LCC)	Submit “Best and Final Offer”	May 2011
2	Leeds Bus Partnership: Roundhay Road - Works continue on Roundhay Road Inbound Bus Lane Work with DfT to ensure funding available for LTP3 schemes and progress further the designs.	Gwyn Owen (LCC)	Roundhay Road Inbound Bus Lane complete Design of LTP3 schemes completed	Mid Feb 2011 June 2011
3	Leeds Rail Growth Package: Kirkstall Forge – Await decision by DfT on revised proposal	James Nutter (Metro)	DfT confirm approval of revised proposal	August 2011
4	Leeds Station Southern Entrance Await decision by DfT on revised proposal	James Nutter (Metro)	Approval granted by DfT	Mid Feb 2011
5	Leeds Free City Bus Decision made as to whether funding is available	Andrew Hall (LCC)	Decision made and publicised	23 rd Feb 2011

Ref	Title	Owner	Frequency & Measure	Rise /Fall	Baseline	2009/10 Full Year Result	2010/11 Target	2010/11 Full Year Result	Data Quality
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	No concerns

*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 changed by Metro, and 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 for this indicator are +/-2.0%, and the indicator has fallen only 0.8% below the highest reported result in 2008/09 of 44.7%.