Stourton Park & Ride FAQ's

1. *Why are we implementing Park & Ride?*

Park & Ride forms a key part of the Connecting Leeds Strategy. Existing sites that have been developed at Elland Road and Temple Green have both been highly effective at intercepting traffic bound for the city centre. This has led to a significant increase in the overall mileage travelled by more sustainable modes on routes to/from the city centre as a result.

New Park & Rides will help contribute to further easing congestion along other routes into the city which in turn should reduce congestion and benefit air quality.

2. *Why do we need another Park & Ride in South Leeds?*

Park & Ride is particularly successful in South Leeds due to the convergence of key routes, access to the motorway network and the large numbers of vehicles that can be intercepted at motorway junctions. Our analysis has shown that a Park & Ride site at Stourton would complement the other sites in South Leeds and they would work together as a network of sites rather than being in competition.

Leeds City Council's Unitary Development Plan (UDP) forms the statutory development plan for the whole of the Leeds district. It provides a framework for all new developments and is used as a basis for making decisions regarding land use and planning applications. The UDP has identified the site just south of the M621 J7 to be developed as a Park & Ride site since 2001.

Our Park & Ride strategy is not just focussed in South Leeds. A further potential site at Alwoodley Gates to the north of the city is being investigated and a number of rail based Park & Ride sites are also under consideration as part of the strategy, including new rail stations at Leeds Bradford Airport Parkway to the north west, Thorpe Park to the east and an extension to the existing New Pudsey site to the west of the city.

3. *Were other potential sites considered as well as Stourton and other locations around Stourton?*

Yes, we have carried out a city-wide site assessment and 13 potential sites for Park & Ride were considered across the city. These were assessed using potential demand, benefits, future growth potential and deliverability, including an assessment of land availability. This identified the areas around J7 of the M621 and J44 of the M1 as the preferred locations as they were optimally located to generate maximum forecast demand at the point the M621 and M1 converge.

A further process of site assessment was then undertaken to review potential alternative Park & Ride sites in this area. An objective and multi-criteria led assessment of the sites was



undertaken which found there are other sites in the locality of Stourton which offer some potential for Park & Ride, but they are less favourably located and all have fundamental problems with deliverability, including land ownership, or significantly reduced demand potential. Of the alternative sites in the vicinity, Stourton was found to be optimally located in relation to the convergence of motorway and A-roads towards Leeds city centre, with over 5,000 vehicles passing adjacent to the site in each peak hour.

4. ***How will the proposals benefit or affect the Temple Green and Elland Road Park & Ride services?***

The development of a Park & Ride at Stourton is not expected to have a detrimental impact on existing sites at Temple Green and Elland Road.

A site assessment analysis has been undertaken which demonstrates that the areas around J7 of the M621 and J44 of the M1 are ideal for a new Park & Ride site. The location is within an optimal distance of the city centre and at the convergence of the motorway junctions and key radial corridors maximising the potential catchment.

The analysis considered the catchment areas of existing Park & Ride sites at Elland Road and Temple Green to identify if there was catchment overlap and considered if significant numbers of users would be displaced rather than attracting new demand. The analysis found that the area around Stourton was in the best location to minimise overlap with other Park & Ride sites and that Elland Road, Stourton and Temple Green had the potential to work as an effective network to the south of Leeds.

5. ***Why are different parts of the route past the Park & Ride at different stages in development?***

The route can be divided into three clear sections:

- the Leeds to Stourton section;
- the Stourton Park & Ride site and improvements to the roundabout at M621 J7; and
- the Stourton to Wakefield section.

Work began on proposals for the Leeds to Stourton section and the planned Park & Ride site earlier than the rest of the route and a public consultation was held on initial proposals during Autumn 2017. The design of the Park & Ride site along with the proposed bus priority measures along Hunslet Road and Low Road have evolved in response to the feedback provided through that consultation, and as a result the plans for these sections are more advanced.

Where designs are more advanced there is an opportunity to deliver some improvements more quickly to provide benefits to existing bus users using the route from Middleton and Belle Isle. We are also seeking to bring forward improvements to ensure current bus users from Rothwell, Robin Hood and Lofthouse also benefit from the proposals and that the Park & Ride attracts current car drivers rather than current bus users.



6. *Will the Park & Ride site be accessible via Middleton Ring Road?*

No, access will be via the M621 J7 / Wakefield Road (A61S / A639S) as we want to keep traffic and any potential rat-running away from Middleton & Belle Isle. Waiting restrictions in the area surrounding the site will be developed in consultation with local residents to ensure vehicles using the site do not cause disruption for people living nearby.

7. *How will you address potential parking issues if local residents park on Middleton Ring Road / Parnaby Road to use the Park & Ride?*

We recognise that there is concern among local residents about the potential for individuals to park on Middleton Ring Road and Parnaby Road and then walk to the Park & Ride. In response to this concern we are exploring the potential introduction of waiting restrictions in the area surrounding the site, including on Middleton Ring Road and Parnaby Road. These will be developed in consultation with local residents to ensure vehicles using the site do not cause disruption for people living nearby.

8. *Will rat running be removed from Middleton?*

We have undertaken traffic modelling to investigate the origins and potential routes of people predicted to use the Park & Ride. Vehicular access to the Park & Ride site will only be possible via the M621 J7 / A61S / A639S. This access location reduces the number of vehicles who presently drive down Belle Isle Road to go into the city centre, as they will instead use the Park & Ride, travelling via Sharp Lane. This will provide a benefit of reduced traffic levels on Belle Isle Road.

We are also working with Highways England and LCC Traffic Management Team to produce an effective signing strategy.

9. *How will the local community benefit from the scheme?*

The proposals will result in more traffic from outside the city using Park & Ride rather than continuing their journey to the city centre in their car. This will mean less traffic on Hunslet Road which will benefit local residents from Middleton and Belle Isle when accessing the city. The bus priority measures along the corridor will be available for existing services in addition to the new Park & Ride service, helping to provide quicker and more reliable journey times on existing services.

Our assessments indicate that at peak times the bus priority measures along Hunslet Road and Low Road will provide a 10% journey time improvement for buses from Middleton and Belle Isle, where they are using the corridor between Church Street and the city centre.

Buses from Wakefield and Rothwell are predicted to benefit from a reduced journey time of up to 5 minutes at peak times as a result of the new bus lane alongside the Park & Ride site and the bus priority measures along Wakefield Road, Low Road and Hunslet Road.

The bus lanes will also prevent further deterioration of journey times in the future.



In addition, the local community around the Park & Ride site and along the corridor as a whole will benefit from the improved pedestrian and cycle connectivity proposed as part of this scheme and from the improved amenity that the proposals are expected to bring.

10. What connectivity will be available for local residents?

A new shared footway / cycle way is included in the design, linking Middleton Ring Road up to Parnaby Road and the M621 footbridge. In addition, foot and cycle links to the site from the Middlecroft streets and the existing trail to the south have now incorporated into the design following a review and feedback received as part of the public consultation.

Local Rights of Way have been reviewed as part of the design and following feedback from members of the public. As a result, the designs now include the rerouting of existing footpaths through the Park & Ride site to avoid them impacting on Hunslet Cemetery. Cycle links to Middleton and Belle Isle, combined with the cycle parking facilities proposed at the Park & Ride, will enable local residents of these areas to make use of the facility.

11. Will bus operators continue to provide the same levels of service on the adjacent roads (Belle Isle Road / Middleton Road)?

The local bus services will not be removed due to the introduction of the Stourton Park & Ride site. Existing services on other local routes will continue alongside the new Park & Ride service. These existing local services and Park & Ride buses will benefit from the new bus lanes being delivered along Hunslet Road and Low Road which will provide journey time and reliability benefits as a result of buses being able to bypass congestion.

In addition, First plans to introduce brand new buses on services 12 and 13 later this year, which will include audio visual next stop announcements, Wi-Fi, USB charging points and the latest low emission technology. New buses and contactless payment have recently been introduced by First on the route through Headingley. Initial feedback from this corridor includes increased use of contactless and M tickets, improved customer satisfaction, a reduction in lost miles, increased punctuality and an overall increase in passenger journeys.

12. Will the route from the Park & Ride be the same as the former NGT trolleybus proposals?

No, the bus route from the Park & Ride will be via Wakefield Road, Low Road and Hunslet Road to the city centre. The NGT scheme took a different route. The current scheme objectives differ from the former NGT trolleybus scheme, which was focussed on delivering maximum segregation from traffic for the trolleybuses. The current proposals seek to provide a design that is more balanced in delivering benefits across a wider range of users. The improvements along the Hunslet Road, Low Road and Wakefield Road corridor will benefit not only the Park & Ride services but all other bus services using the route.



13. How will you protect Hunslet Cemetery from the Park & Ride?

The development of the Park & Ride site is not envisaged to negatively affect Hunslet Cemetery. The extensive landscaping proposals being developed include a raised bank, fence and evergreen trees, and will screen the Park & Ride site and the motorway from the Cemetery. Following the public consultation undertaken in 2017 and the feedback provided, the proposals now include the diversion of the existing Public Right of Way away from the Cemetery and through the proposed Park & Ride site instead. This will connect Parnaby Road with Ring Road Middleton and avoid the Public Right of Way impacting on the Cemetery.

The latest proposals also include CCTV coverage of the Cemetery in addition to the Park & Ride site to increase the security of the Cemetery and provide an additional benefit for this area.

14. Gravestones have been slipping in Hunslet Cemetery, is this down to subsidence?

No, the LCC Geotechnics team have investigated the matter and believe the gravestones have insubstantial foundations, which have been made worse by uncontrolled surface water runoff from the footways within the graveyard. LCC Bereavement Services perform 'push tests' on high risk grave stones that look likely to fall over. If the stones fail the test, they are laid down on the ground, so as to not be a hazard to visitors. The Connecting Leeds team will be working closely with LCC Bereavement Services to understand if there are any measures which can be implemented as part of the Park & Ride works to address or help the issue of water logging in and around the Cemetery.

15. Will the Park & Ride site be visible from the surrounding areas?

We are developing a positive and extensive landscaping strategy to provide adequate visual and noise screening for local residents and for sensitive sites including Hunslet Cemetery. The strategy includes bunds (raised banks), fencing, evergreen trees and hedges. A raised bank and extensive planting with evergreen trees will screen the Park & Ride site and the motorway from Hunslet Cemetery and surrounding residential areas.

16. Will the scheme impact the air quality in the area?

During peaks hours, cars presently stop/start along the M621 and A61S in and around J7 M621. It is anticipated that approximately 360 of those vehicles, in a peak hour, will now drive straight into the Park & Ride site, thereby reducing the emissions on the adjacent highway network. Nevertheless, an Air Quality Assessment will be carried out and the air quality will be monitored before, during and after construction to understand any changes.



17. The site is a green field and already floods, will the new Park & Ride car park make this worse?

Currently the ground is made up of a mixture of compacted backfill from the previous open cast mine excavations and clay soils, neither of which allow rainwater to soak into the ground at a fast rate, which results in standing water, which drains away at a very slow rate.

When the new Park & Ride site is built, all rainwater that falls onto the new hard surface area will be collected and stored for a period of time, either above or underground, and will then be released slowly into the highway drainage system.

18. What will happen to the horses currently grazing on the site?

The owner of the horses currently leases the land from Leeds City Council on an annual rolling contract. The horses could potentially remain on the plot of land that is surplus to the scheme's requirements. Discussions will be ongoing with the LCC licensing team and the owners of the horses to reach agreement.

19. Who will operate the Park & Ride services?

The operator for the Park & Ride service is likely to be selected via a tendering exercise so we are unable to confirm who will run services until this has been undertaken.

20. What will be the journey time on the Park & Ride bus to the city centre?

The journey time is expected to be approximately 13 minutes. This will be possible due to the extensive bus priority improvements proposed on the route between the Park & Ride and the city centre. The bus priority measures along the corridor will be available for Park & Ride services as well as existing bus services along the route, which will help provide quick and reliable journey times for all services.

21. How many stops will there be along the route?

It is proposed that there will be three intermediate stops along the Park & Ride service before it arrives at its final destination of the city hub on Boar Lane. The planned stops include; First Direct, the Education Quarter and Meadow Lane. The return route will travel from Boar Lane to Mill Hill, under the railway station via Neville Street, past Asda House and onto the A61 Hunslet Road.

22. How frequent will the buses be to/from the city centre?

It is anticipated that the buses will run every 10 minutes in the peaks, and every 15 minutes throughout the rest of the day.



23. What type of ticketing system will be used?

Users will be able to buy a ticket at the Park & Ride site or city centre ticket machines, on the bus or with a Park & Ride Smartcard.

24. How much will it cost to Park & Ride?

Stourton Park & Ride will be not open until the end of 2019 and the fares will reflect those at Elland Road and Temple Green at that particular time.

For informational purposes, at present the fares at Elland Road and Temple Green Park & Ride sites are £3 for a day ticket or £2.70 when you buy five or more day tickets in advance on a smartcard. A weekly ticket is £13.

In comparison, a weekly ticket in advance on other First services is currently £15 (equivalent to £3 per day if used over a 5 day working week). Customers can obtain better value on regular services with season tickets. For example, a monthly season ticket priced at £54 per month equates to £1.35 per trip or £2.70 per day if a customer makes a return trip 5 days per week – the same price as Park & Ride. However, since the monthly ticket also allows unlimited travel within Leeds 7 days per week, more frequent travellers are able to get even better value.

25. Will disabled / senior users be able to get free off-peak travel with their bus passes?

Unfortunately, concessionary pass holders, including senior, blind and disabled users, are not entitled to free off-peak travel on Park & Ride services. Charges are currently £2 after 9.30am or £3 before 9.30am and £2 all day Saturday for senior, blind and disabled pass holders. A valid concessionary pass is needed to obtain this fare.

26. What facilities will be provided at the Park & Ride site?

The results of the public consultation in 2017 indicated people wanted to see toilets, refreshments and a warm, staffed waiting area at the Park & Ride site. In line with this we are proposing the site will provide a staffed, heated waiting facility with toilets / baby changing area, tourist information and ticket machines. Small retail / business opportunities are being investigated. Other facilities will include:

- 1,200 spaces, safe, secure, well-lit parking and CCTV.
- Disabled, parent/child, cycle, motorcycle and mobility scooter spaces.
- Electric vehicle spaces with charging points.

27. What Site Security will be in place?

The intention is for the site to be manned during operational hours; potentially Monday – Friday 6am to 9pm and Saturday 7am-7pm. During out of hours it is proposed there will be



CCTV / City Watch cover which will also cover the neighbouring Hunslet Cemetery in order to increase safety and security for the local community.

Elland Road Park & Ride has the same site security arrangements and since it's opening in Summer 2014, there have been no security incidents reported to date.

We are also assessing what form of fencing will be used at the site to ensure the site remains secure.

