



AIRE VALLEY LEEDS AREA ACTION PLAN

Leeds Local Development Framework

Development Plan Document

Infrastructure Delivery Plan Background Paper

September 2016

INFRASTRUCTURE DELIVERY PLAN (IDP) AS IT RELATES TO AIRE VALLEY LEEDS AAP

Delivery of the AAP aims and policies requires organisation of various implementation and delivery mechanisms. Core strategy policy ID1 provides the overview of implementation and delivery mechanisms, within which the AVLAAP resides. The council will continue to seek funding from a wide range of sources to help deliver the necessary infrastructure to deliver the AAP's vision. For instance funding may be provided by the government in the form of supported borrowing and grants (normally for specific purposes, and particularly from the Department for Transport and the Department for Education). General funding sources investigated for LCC services also include the capital programme including council tax, CIL, generation of capital receipts, and the new homes bonus.

Indicative timescales and phasing

The Leeds Infrastructure Delivery Plan (IDP) (April 2013) was produced to support the core strategy and the LDF. It provides an overarching framework for the council's and other service providers' plans and programmes, to coordinate investment to accommodate the planned quantity and locations of future growth. The IDP evaluated the district's existing infrastructure provision and identified the critical infrastructure necessary to deliver the core strategy vision, resulting funding gaps and priorities. It will be updated as necessary and was an iterative process that included the emerging Aire Valley Leeds proposals. A selective update of the IDP schedule is provided to include the position, timescales and phasing of the key infrastructure projects in relation to Aire Valley Leeds.

AVL Infrastructure Projects

The information in the schedule is organised into three levels of priority with green (1) / amber (2) / red (3) colour coding. This coding is used to identify both the priority of a specific project, and the likelihood of its funding as set out below:

PRIORITY:	FUNDING SOURCES:
1 Key Priority / Necessary to Support Growth	1 Definite / Very Likely
2 Desirable	2 Uncertain / Part Funded
3 Subject to Funding	3 Options being explored

TOPIC	SCHEME	TOTAL COST	PRIORITY	FUNDING SOURCES AND PARTNERS	DELIVERY NOTES	DATES
Waste Management	Residual Waste Solution, Newmarket Approach	£460M	1	1 Veolia, LCC	Veolia Environmental Services appointed through PFI 2012 for 25 year £460m contract. Completed 2016.	2016

TOPIC	SCHEME	TOTAL COST	PRIORITY	FUNDING SOURCES AND PARTNERS	DELIVERY NOTES	DATES
Flood Defence	River Aire Flood Alleviation Scheme (FAS) – Phase 1	£45M	1	1 £23.7m of DEFRA growth funding, £10m from LCC, £3.3m from the Regional Growth Fund and £8.5m from the Environment Agency - Flood Defence Grant in Aid (FDGiA)	Phase 1 will provide a 1 in 75 year standard of protection from river flooding between Leeds Central Station and downstream to Thwaite Mills. The FAS Phase 1 comprises 3 elements: i) Remove existing weirs and install moveableweirs at Knostrop and Crown Point ii) Provide raised defences between Leeds Train Station and Thwaite Mills iii) Remove Knostrop Cut to merge the Canal and River Aire. Under construction. Completion March 2017.	2017
Public Transport (Rail)	Leeds City Station Southern Access	£14M	1	1 DfT/ Local contribution, Metro, Network Rail	Completed Jan 2016	2016
Information technology	Leeds and Bradford Super Connected Cities programme	£8.7M	1	1 DCMS, LCC, private sector	The funding area covers the whole of Bradford, Calderdale, Kirklees, Leeds, and Wakefield. The project aims to focus on urban areas and deliver a step change in the availability of digital connectivity. There is DCMS funding of £14.4m (shared with Bradford) and LCC funding of £1.5m. This also assumes a gap funding model of additional private sector investment. Project must be complete by October 2016.	October 2016
Highways (strategic)	M1 Junction 45 Phase 2 improvement	£8M	1	1 None	Widening of northbound and southbound off slip road and ELLR entries to roundabout, roundabout widening from 2 to 3 lanes, enhancement of traffic signal control (including entry to Skelton Business Park). Extension of northbound slip road from Type A to Type C merge. Announced in 2014 that Highways England will deliver the improvements. Works underway to complete in 2016.	2016

TOPIC	SCHEME	TOTAL COST	PRIORITY	FUNDING SOURCES AND PARTNERS	DELIVERY NOTES	DATES
Information technology	The West Yorkshire BDUK Local Broadband Plan		1	1 ERDF, DCMS, LCC, private sector	Aims to ensure that 90% of premises across West Yorkshire have access to superfast broadband (24mbps+), with the remaining areas able to get a minimum of 2mbps. Include Leeds City Region Enterprise Zone. For Leeds there is ERDF funding of £780k, Department for Culture Media and Sport funding of £1.5m, and a LCC commitment of £72k, with private sector investment expected to match the public sector investment as appropriate. Current phase 1 due to complete in Sept. 2015. Phase 2 to run Oct. '15 to 2018.	October 2018
Cycle	Leeds Core Cycle Network Route 16 - Wyke Beck Valley (phase 2)	£0.6M	1	1 Sustrans, British Coal Residuary Authority	Connections to East Leeds Link, Aire Valley and Trans Pennine Trail. LTP3 scheme 2015.	2016
Cycle	City Connect 2	£6M	1	1 DfT, LTP	Package of cycling infrastructure in Leeds city centre including links to the South Bank via Leeds Bridge and Crown Point Bridge.	2018
Education	2FE primary to the SW corner of the Copperfields site and 2FE primary / 4FE secondary through school at Skelton Grange	£19.6M	1	1 Developer contributions / CIL / LCC sites, LCC budget	Education Funding Agency build rates: <ul style="list-style-type: none"> • £12,320 per primary pupil, so £2.6m for 1FE and £5.2m for 2FE primary • £15,400 per secondary pupil, so £9.2m for a 4FE (only implemented with a 2FE primary as a through school). 	

TOPIC	SCHEME	TOTAL COST	PRIORITY	FUNDING SOURCES AND PARTNERS	DELIVERY NOTES	DATES
Green Infra	Improvements to green space quantity and/or quality as result of new housing development	£11.7M	1	2 Developer contributions and grant funding	The increase in population will lead to a need for new areas of green space as well as improvements to existing parks. AAP housing figures of 7,950 dwellings gross to 2028. Core Strategy G4 requires 80 sq.mtrs/unit where sites located in areas of green space deficiency. For 60% of the housing target, assuming green space is delivered on-site, the other 40% is located in areas of adequate supply. This generates an anticipated on-site requirement for 36 hectares. Cost to lay out estimated at £7M. Improvements to local green space infrastructure estimated as £4.7M green space.	
Green Infra	City Park and smaller pocket parks in city centre	£40M	1	2 in partnership with developers, LCR, LCC,	A broad estimate including restructuring works of some highways is £40m.	
Green Infra	Child's fixed play as a result of new housing development; play areas, MUGA, and skate/BMX	£3.5M	1	2 Provided on larger sites by developers	At 0.62 children per house and 0.1 children per flat = costs £645 per house and £104 per flat (rounded). AAP housing target of 7,950 dwellings gross to 2028. Assume 60% delivered on-site, leaving 40% of new infrastructure on existing green space. One third of housing target assumed to be flats. Costs based on 2014 green space off-site calculation rates.	
Flood Defence	River Aire Flood Alleviation Scheme – Phase 2	£25M	1	2 ERDF, BID, FDGiAF, JESSICA, LCC, development industry contributions	Phase 2 - to provide a 1:75 year Standard of Protection along the River Aire, from Newlay Bridge to the city centre	

TOPIC	SCHEME	TOTAL COST	PRIORITY	FUNDING SOURCES AND PARTNERS	DELIVERY NOTES	DATES
Flood Defence	River Aire Flood Alleviation Scheme – Phase 3	£25M	1	2 ERDF, FDGiA, BID, JESSICA, LCC, development industry contributions	Phase 3 - to increase the overall level of protection offered by the defences to a 1:200 standard of protection for the whole scheme.	2021
Highways (local)	Aire Valley Leeds - East Leeds Link Road and river crossing	£24.8M	1	2 Enterprise zone borrowing, developer funding, WYPTF	New river bridge and link road to connect East Leeds Link Road with Pontefract Road. Includes Skelton Grange link route protection for a new road link and river crossing into Cross Green industrial estate and improvement at the junction between Skelton Grange Road and Pontefract Road. A potential role for the CIL. Funding prioritised in 'West Yorkshire Plus' Transport Fund (which includes DfT devolved major scheme funding)	
Highways (local)	Logic Leeds Link Road	£2.5M	1	1 EZ bus rates, Prudential borrowing,	In LCC Capital Programme, initially funded by Prudential borrowing. £2.5m provided to support a new spine road through Logic Leeds. This will allow public transport to connect directly from the LCREZ to Halton Moor residential community, thereby facilitating sustainable access to the new jobs. The LEP has agreed to repay the borrowing using retained EZ business rates.	

TOPIC	SCHEME	TOTAL COST	PRIORITY	FUNDING SOURCES AND PARTNERS	DELIVERY NOTES	DATES
Highways (local)	Leeds City Centre Package	£150M	1	2 WYPTF, Highways England and developer contributions	Leeds City Centre Package is a key component of the emerging City Centre transport strategy. The proposed scheme will provide additional orbital capacity on the inner ring road (specifically at Armley Gyratory) and the M621 to facilitate orbital movements and to enable traffic levels to be reduced within the City Centre. To support this it is proposed to close City Square to general traffic and to reduce the scale of highways within the South Bank, reallocating road space to pedestrians, cyclists and public transport. Prioritised in WYPTF. Cost includes work on M621 delivered through Highways England Jn1-7 scheme	2022
Green Infra	Outdoor recreation city wide	5M	1	2 S106/CIL, £1M match funding in grants.	Parks and Countryside are responsible for the majority of parks and green spaces throughout the city which with new housing growth and increased usage means that they will require investment to improve standards. S106/CIL funding is generally used for this purpose, along with additional match funding from external sources (assume £1M).	
Public Transport	Temple Green Park and Ride	£10M	1	1 WYPTF	1000 space park and ride scheme. Part of package of transport connectivity enhancements. Funding prioritised in 'West Yorkshire Plus' Transport Fund (which includes DfT devolved major scheme funding). Construction due to start summer 2016. Completion planned for spring 2017	2017
Public Transport	Stourton Park and Ride	Not yet costed	1	3 DfT	Following the cancellation of the proposed NGT trolleybus scheme in May 2016, options are under consideration for the provision of a standalone bus based park and ride at Stourton to serve the city centre. Access would be provided from M1 Jn 7. Funding would be likely to come from the £173.5M DfT contribution to NGT which is being made available to Leeds City Council..	

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Public Transport (Rail)	High Speed Rail (HS2)	Not yet costed	1	3 DfT	Network proposals with links from London to Birmingham, Manchester and Leeds. Subject of national study. Timetable envisages completion of route to Leeds by 2033.	2033
Public Transport (Rail)	Infrastructure to maximise the regeneration benefits of HS2 and effectively integrate HS2 into the South Bank.	Not yet costed	1	3	Upon completion of HS2 station masterplanning and growth strategy, the council will have a comprehensive plan and list of infrastructure required to maximise growth associated with HS2, as well as a funding ask/ proposal. This exercise will inform the specific projects in the South Bank. Costs are unknown at this stage.	2028
Pedestrian	Improved connectivity through provision of bridge infrastructure	Not yet costed	1	3	Specific ambitions/ requirements to improve connectivity. For example the South Bank area requires the Sovereign Square footbridge, the low fold footbridge. At approximately £1M per pedestrian/cycle bridge.	2028
Highways (strategic)	M1 Junction 44 improvement	£2.4M	1	1 Highways England	Pinch Point scheme. Reconfiguration and signalisation of existing junction. Works completed April 2015.	2015
Highways (strategic)	M1 Junction 45 Phase 2 improvement	£8M	1	1 Highways England	Widening of northbound and southbound off slip road and ELLR entries to roundabout, roundabout widening from 2 to 3 lanes, enhancement of traffic signal control (including entry to Skelton Business Park). Extension of north bound slip road from Type A to Type C merge. Announced in 2014 that Highways England will deliver the improvements as a RIS 1 scheme. Works to commence by 2017	2017

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Highways (strategic)	Arla Foods obligations, - M1 J44	Not known	1	2 Developer funded	Measures additional to those obligated on Leeds Valley Park - widening of Pontefract Road on approach to northern dumbbell roundabout and improvements to southern dumbbell. Developer funded, although development has not yet reached trigger.	
Highways (strategic)	M621 J7	£5-£25M	1	2 Developer funded	Improvements and coordinated traffic signal control - at M621 southbound off-slip and A61(N) entries to roundabout. M1 J44 modifications to northern roundabout and installation of coordinated traffic signals on all entries to both roundabouts.	
Highways (strategic)	Skelton Grange Power Station obligations, M621.	Not known	1	2 Developer funded	J7 as per Valley Park and M1 J44 measures additional to those obligated on Leeds Valley Park - widening of Pontefract Road on approach to northern dumbbell roundabout. Developer funded, although development has not come forward yet.	
	M1/M62 Lofthouse Interchange:	£250-£500M	1	1 Highways England	Government Road Investment Strategy (RIS) scheme to enhance the capacity of the Interchange to be developed in the current roads period with the objective of commencing construction in the period 2020/21-2024/25. This is intended to address congestion at and around the junction.	Construction to commence 2020/21-2024/25
	M1 junction 46	<£5m	1	2 Developer funding	Developer scheme to allow the Manston Lane Link Road to connect into the roundabout at the motorway junction	To be determined

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	M621 junction 7: Leeds Valley Park obligations	£5-25m	1	2 Developer funding	M621 J7 improvements and coordinated traffic signal control - at M621 southbound off-slip and A61(N) entries to roundabout. To be implemented when Leeds Valley Park trip generation trigger is Reached. Trip generation trigger requires review in context of AVAAP Publication Draft. Scheme may need reconsideration if the NGT scheme is approved.	To be determined
	M621 junction 7: Skelton Grange Power Station obligations	£5-25m	1	2 Developer funding	Improvements and coordinated traffic signal control - at M621 southbound off-slip and A61(N) entries to roundabout. Scheme may need reconsideration if the NGT scheme is approved.	To be determined
Highways (strategic)	M621 junctions 1-7 improvements:	£50-100m	1	1 Highways England	Junction enhancements and localised widening of sections of the M621 in central Leeds. Funded Route Investment Strategy scheme intended to start in the current roads period (2015/16-2019/20). Integrates with WYPTF City Centre Package	Construction to commence 2015/16-2019/20
	M1 junction 44	<£5m	2	3	Improved junction signal operation. B Off-slip improvement. (Lengthen off-slip 3 lane section)	2022
	M1 junction 44	£5-25m	2	3	New on-slip design with eastbound merge upgraded to type D1. . Possible bridge improvement required.	2030
	M1 junction 45	<£5m	2	3	Vissim modeling of M1 junction 45 has identified the need for capacity enhancement additional to that planned for the Road Investment Strategy M1 junction 45 improvement.	2024 (as indicated by Vissim modelling)
Highways (strategic)	M1 junctions 45 to 46	£25-50m	2	3	Additional mainline carriageway capacity in both directions.	2030
	M1 junction 46	<£5m	2	3	Removal of segregated left-turn lane from A63 to M1 South (Remove right turn filter lane as per 2013 Study)	2022
	M1 junction 46	£5-25m	2	3	Schemes for ramp metering and widening of eastern junction to 3 lanes. To tie in with East Leeds Outer Radial (ELOR).	2030

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	M1 junction 47	£5-25m	2	3	EB off slip enhancement and signalisation	2030
	M62 junction 27	<£5m	2	3	Scheme to provide additional capacity at the northern dumbbell and to widen the westbound off-slip	2022
	M62 junction 27	£250m +	2	3	Potential new link roads from M621 to M62 South and New Link Road between M62 Westbound and M621 Westbound Slip Road and Associated Segregated Left Turning Lane on A62 South. M621 Ramp Metering.	2030
Highways (strategic)	M62 junction 28	<£5m	2	3	Widening of circulatory carriageway to accommodate two lanes dedicated to the movement from the M62 westbound exit slip to the A650. Ramp metering of eastbound merge	Not determined
	M62 junction 29 (Lofthouse)	£25-50m	2	3	Increase current two lanes eastbound and westbound on M62 through Lofthouse Interchange to three lanes in each direction. Not part of the Route Infrastructure Strategy (RIS) M1/M62 Lofthouse Interchange scheme.	2030
	M62 junction 30	£5-25m	2	3	Provision of traffic signals at the roundabout at the end of the westbound diverge slip road.	2022
	M62 junctions 30 to 32	£50-100m	2	3	Provide additional mainline capacity in both directions.	2030
	M621 to M1 northbound link road	£250m+	2	3	Necessary but requires design and modelling of potential scheme options.	2030
	A1(M) junction 44 (A64 Wetherby)	£5-25m	2	3	2 lanes on off-slip and signalise whole junction.	2030
	A1(M) junction 45 (A659)	<£5m	2	3	Signalisation of northbound off-slip.	2030

TOPIC	SCHEME	TOTAL COST	PRIORITY	FUNDING SOURCES AND PARTNERS	DELIVERY NOTES	DATES
Pedestrian	Public Rights Of Way Network	£1.2M	2	2 £800k from LTP, grants, and on-site provision	The Leeds ROWIP will be reviewed by 2017. If all of the identified projects were to be delivered over the next ten years, the city council would need to seek funding between £2.3m and £3.9m, including through developer contributions, West Yorkshire Transport Plan and third party grants. A cautious estimate has been used of £1.2m (half the lowest estimate) to reflect that schemes are aspirational. The current PROW network is a LTP3 scheme, supported through LTP3 for next 3 years with £75k and likely to extend beyond this through ongoing work. An assumption of £75k LTP funding has therefore been assumed for each 3 year period = £300k. Additional 3rd party grants and provision on site as part of development schemes has assumed an additional £500k. These figures are only available for the Leeds district.	Not determined
Pedestrian / Cycle	Trans Pennine Trail (National Cycle Network Route No. 67)	£1.2M	2	3 Developer funded, grants, Sustrans	Renew and upgrade surfacing of the canal and riverside paths which together form the TPT/NCN walking and route (Royal Armouries to Woodlesford Locks- 6Km) Estimated cost £600K. Skelton Grange Road Bridge - New footbridge to replace current unsatisfactory (and non-Equalities Act compliant) stepped access onto and off road bridge. Estimated cost £500K. Fishpond Lock – Installation of re-located, ramped, wooden footbridge from Knostrop Flood Lock to create cycle/wheelchair access over canal for Skelton Lake link to Wykebeck Valley Way. Estimated cost £75K.	Not determined
Green Infra	Green Infrastructure improvements in Aire Valley Leeds	Not yet costed	2	3	Green infrastructure and green space will be provided and enhanced in Aire Valley Leeds in relation to both specific development sites and structural master planning. Information on costs not yet available.	Not determined

TOPIC	SCHEME	TOTAL COST	PRIORITY	FUNDING SOURCES AND PARTNERS	DELIVERY NOTES	DATES
Energy	Aire Valley and city centre district heat network	£81M	1	1 Private investment, ECO, ERDF, HRA, LCC	A heat network serving Leeds city centre and Aire Valley will be developed in three phases. This will take low carbon heat from the RERF and other sources and distribute to homes and business in the AV and city centre. Detailed feasibility has taken place and the scheme is currently at tender stage to procure the first phase of the network.	2016-28