

Report to the Chief Officer Highways and Transportation

Date: 06 June 2017

Subject: Leeds Public Transport Investment Programme – Approval to Tender the Development Partner Contract

Are specific electoral wards affected? If yes, name(s) of ward(s): All	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, access to information procedure rule number: Appendix number:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Summary of main issues

- On the 21st April 2017 the DfT approved the funding of £173.5m for the Leeds Public Transport Programme (LPTIP). This funding was offered to Leeds subject to the submission of an acceptable Statement of Case setting out proposals for expenditure to deliver public transport improvements in Leeds. One of the conditions from the DfT is that improvement schemes funded by the £173.5m must be substantially complete by 2020/21.
- Monies from Leeds and the West Yorkshire Combined Authority of £8.8m and £0.97m respectively will increase the funding to £183.27m. In addition Private Sector finance including expenditure on more environmentally friendly buses by bus operators could bring the total investment to over £270m.
- In December 2016 Executive Board approved the expenditure of £8.8m LCC capital monies to progress the development of these transport improvements.
- Approval is now being sought through Executive Board to spend a total of £15.31m from the £173.5m to progress the programme and carry out feasibility design to develop Outline Business Cases for individual schemes within the programme.
- Leeds City Council is responsible for delivering the Bus Infrastructure elements of the programme. To enable schemes to be progressed to Outline Business Case and preliminary design stages it is necessary to procure a development partner to work alongside Highway and Transportation officers.

6. This report seeks approval to tender the Development Partner Contract for the Leeds Public Transport Investment Programme through the WYCA Specialist Professional Services Contract.

Recommendations

7. The Chief Officer (Highways and Transportation) is asked to approve the following:
 - i) to tender the Development Partner Contract for the Leeds Public Transport Investment Programme through the WYCA Specialist Professional Services Contract.
 - ii)

1. Purpose of this report

- 1.1 This report seeks approval to the procurement process to be followed for the Development Partner Contract for the Leeds Public Transport Investment Programme through the WYCA Specialist Professional Services Contract.

2. Background information

- 2.1 Leeds is a growing and successful city. In the city centre there has been extensive development in recent years, reinforcing the city's position as a major retail and office location. In addition, outside of the city centre, key economic centres such as Thorpe Park, Leeds Bradford Airport and White Rose Centre continue to expand. The growth of Leeds' economy is crucial to helping achieve better economic outcomes across the region and the North.
- 2.2 Alongside the planned housing growth that is required in future years, it means significant investment in the transport system is needed in the short, medium and long term to support the level of growth anticipated. Our vision is for Leeds to be a compassionate, caring city with a transport system that helps all our residents benefit from the city's economic growth. Getting our transport system right is a critical element of achieving the Council's Best City ambition.
- 2.3 What is clear is that these transport improvements are needed now. On the 21st April 2017 the DfT approved the funding of £173.5m for the Leeds Public Transport Programme (LPTIP). This programme is a crucial element of our transport strategy, providing investment and delivering transport improvements in the short term as we move forward with our long term transport strategy. The programme also builds on recent successes such as the Park and Ride site at Elland Road, the opening of Leeds Southern Station Entrance and Kirkstall Forge Railway Station, quality bus corridors and significant junction improvements. The programme also aligns with proposals for HS2 and Northern Powerhouse Rail to maximise this transformational opportunity for the city, and also compliments investments being made through the West Yorkshire Transport Fund programme.
- 2.4 To move forward with our ambitions for our city, the programme comprises of a package of public transport improvements that, taken together, will deliver a major step change in the quality and effectiveness of our transport network. Headline proposals include:

- 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.
- Development of three new rail stations for key development and economic hubs serving Leeds Bradford Airport, Thorpe Park and White Rose.
- 2000 additional park and ride spaces with the first new site opening at Stourton.
- A 1000 more bus stops with real time information.
- Making three more rail stations accessible at Cross Gates, Morley and Horsforth.
- Creating 21st Century interchanges around Vicar Lane, the Headrow and Infirmary Street and improved facilities in our district centres.

2.5 We are currently mobilising resources to ensure the successful and timely delivery of this programme. This funding was offered to Leeds subject to the submission of an acceptable Statement of Case setting out proposals for expenditure to deliver public transport improvements in Leeds. One of the conditions from the DfT is that improvement schemes funded by the £173.5m must be substantially complete by 2020/21.

2.6 Monies from Leeds and the West Yorkshire Combined Authority of £8.8m and £1m respectively will increase the funding to £183.3m. In addition Private Sector finance including expenditure on more environmentally friendly buses by bus operators could bring the total investment to over £270m.

2.7 In December 2016 Executive Board approved the expenditure of £8.8m LCC capital monies earmarked for NGT to progress the development of these transport improvements.

3. Main issues

3.1 On the 21st of April 2017 the Government confirmed the release of the £173.3m funding. One of the conditions from the DfT is that improvement schemes funded by the £173.5m must be substantially complete by 2020/21.

3.2 The programme is being delivered by both WYCA and LCC with Leeds responsible for the Bus Infrastructure components which consist of:

(i) 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.

(ii) Bus Park and Ride

New park and ride facilities will be developed to the north and south (Stourton) of the city and further expansion of the facilities at Elland road.

(iii) Package 4 City Centre

City centre road layouts and infrastructure will be redesigned to reduced congestion and improve and the pedestrian environment including the following key arrival and departure points and transit corridors:

- Woodhouse Lane
- Corn Exchange
- The Headrow
- Albion street
- Infirmary street
- Other “hotspots” within the bus box

- 3.3 As there are insufficient internal resources to enable the tight timetable to be met it will be necessary to employ a development partner to progress the Bus Infrastructure proposals. Using the background information and previous studies carried out by Highways and Transportation the development partner will confirm the interventions required to deliver the outcomes; carry out feasibility and preliminary designs and produce Outline Business Cases (OBC) for each scheme. It is proposed that a delivery partner will then be appointed to progress the schemes from OBC to completion on site.
- 3.4 The contract will be procured through the WYCA Specialist Services Framework a framework contract that was approved by the Chief Officer (Highways & Transportation) on 25th August 2016. An Expression of Interest was sent out to all the firms on the framework and those interested were required to respond to the pre-selection questionnaire. Nine firms responded and from these a tender list of 6 has been selected.
- 3.5 The contract will be awarded to one consultant after successful assessment of their quality and price submissions. Since the delivery of a quality project is crucial for one of the most a weighting of 60% on Quality and 40 % on Price will be used to ensure that a consultant appointed can deliver the expectations of the project.
- 3.6 The form of contract will be NEC3 PSC Option G Term Contract.
- 3.7 Work will be issued through the contract in phases. The first phase, to produce whole route implementation plans for each of the identified routes and proposed schemes for approval will be priced and assessed as part of the tendering process. Further phases of the work will then be carried out through Task Orders issued by the Chief Officer (Highways & Transportation) to the Development Partner.

- 3.8 The total value of work carried out by the development partner could be in the region of up to £10m.

4. Corporate considerations

4.1 Consultation and engagement

- 4.1.1 The initial feedback from the Leeds Transport Conversation, including meetings with Area Committees has informed the selection of initial measures included within the Leeds Public Transport Investment Programme outlined in the Statement of Case.
- 4.1.2 The initial emerging proposals will be discussed with Area Committees in the Autumn as part of the ongoing Leeds Transport Conversation
- 4.1.3 Engagement with local communities will commence as individual scheme proposals emerge. A prospectus is being drafted for the Bus Priority Corridors element of LPTIP to inform the public of the rationale for investing in bus infrastructure and how it links to the Leeds Vision and the ongoing Transport Conversation. The prospectus also outlines the benefits of bus infrastructure investment, highlighting the proposed interventions and engagement process.

4.2 Equality and diversity / cohesion and integration

- 4.2.1 An Equality, Diversity Cohesion and Integration Screening (EDCI) was undertaken for the Executive Board report in December 2016 on the Transport Conversation. The screening highlighted that the proposed predominately public transport based bus programme has the potential for a positive impact on all equality characteristics. The interim conversation feedback, which includes consultation with all equality groups has informed the development of this programme. The Transport Conversation and our dialogue with equality groups will continue as we develop our longer term Leeds Transport Strategy. Individual schemes within this programme will also have their quality impacts assessed when they are taken through the stage approval process, where the appropriate EDCI assessment procedure will be undertaken. As individual schemes are progressed this document will be reviewed and updated as required.

4.3 Council policies and best council plan

- 4.3.1 The anticipated benefits of using the £183.3m to create improvements to the Leeds transport network has the potential to contribute to the vision for Leeds 2030 to be the best city in the UK, and the following best Council objectives; promoting sustainable and inclusive economic growth, supporting communities and tackling poverty, building a child-friendly city and contributes to the Council's cross cutting '*World-class events and a vibrant city centre that all can benefit from*' Breakthrough Project'.
- 4.3.2 The strategy also contributes to the objectives of the Local Development Framework, Leeds Core Strategy, Local Transport Plan 3, emerging WYCA Transport Strategy, and Strategic Economic Plan.

4.4 Resources and value for money

- 4.4.1 No financial approvals are sought through this report. Approvals for expenditure are being made through LCC's and WYCA's Executive Boards. .

4.5 Legal implications, access to information, and call-in

- 4.5.1 There are no specific legal implications arising from this report. All activities relating to this procurement are being executed in accordance with the Public Procurement Regulations 2015 and the LCC Contract Procedure Rules.
- 4.5.2 The Chief Officer (Highways & Transportation) approved the use of WYCA Specialist Professional Services Contract as a framework contract to deliver professional services on 25th August 2016.

4.6 Risk management

- 4.6.1 The main risk is any potential delay to the development and delivery programme which may ultimately lead to a reduction of funding from the DfT.

5 Conclusions

- 5.1 To progress the Bus Street Infrastructure elements of LPTIP it is necessary to procure a development partner so that feasibility designs can be prepared and costed for Outline Business cases. The WYCA Specialist Professional Services Contract has previously been identified as the preferred procurement route to deliver WY Transport Fund Projects and it is therefore being used to select a partner who will take forward the Leeds Public Transport Improvement Programme.

6 Recommendations

- 6.1 The Chief Officer (Highways and Transportation) is asked to approve the following:
- i) to tender the Development Partner Contract for the Leeds Public Transport Investment Programme through the WYCA Specialist Professional Services Contract.

7 Background documents¹

None

¹ The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.