

Report of: Director of City Development**Report to: Executive Board****Date: 24 July 2019****Subject: Leeds Public Transport Investment Programme: Temple Green Park and Ride, Alwoodley Park and Ride**

Are specific electoral wards affected?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, name(s) of ward(s): Alwoodley, Burmantofts and Richmond Hill	
Has consultation been carried out?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Will the decision be open for call-in?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, access to information procedure rule number:	
Appendix number:	

Summary**1. Main issues**

- In the city centre, there has been extensive development in recent years, reinforcing the city's position as a major retail and office location. The continued growth of Leeds' economy is crucial to helping achieve better economic outcomes across the region and the North. Alongside this, there is much housing growth planned in future years to contribute to national and Council housing target requirements.
- Against this background of growth across the city, there has been a lack of investment over a number of years in Leeds' transport infrastructure and it is evident that the development of Leeds' transport infrastructure remains a challenge. Significant investment in the transport system is needed in the short, medium and long terms to support the level of growth recently experienced and anticipated for the future.
- To begin to address these transport challenges, the Council is leading on major schemes as part of the £1 billion West Yorkshire Transport Fund, including the East Leeds Orbital Road and Airport Link Road. In addition, with £173.5 million of DfT

funding, the Council is now well placed to progress the first cross cutting national investment in public transport in Leeds for decades. The model being used is now being replicated by the Department for Transport's Transforming Cities Fund.

- The Leeds Public Transport Investment Programme (LPTIP) comprises a programme of funding of £270 million to be invested in a number of public transport schemes across Leeds. Funding for LPTIP comprises that devolved by the DfT (following the cancellation of the Leeds New Generation Transport scheme) alongside that from the Council, Combined Authority, bus operators and developers. Schemes to be delivered from this funding are required to be substantially completed by 2020/21.
- Working with other partners, including the Combined Authority, Network Rail, bus operators and key businesses, a comprehensive package of interventions has been brought forward and is now being progressed. We understand that First Bus have already introduced 105 of the latest high quality, clean buses into the fleet – including 8 hybrid electric buses for the Park and Ride sites. Similarly, 37 Arriva buses which meet the latest CAZ emission standards are operating in Leeds.
- Projects progressed with LPTIP funding include:
 - bus priority corridors;
 - creation and improvement of the City Centre 'Gateways';
 - expansion of existing bus and rail park & ride sites and creation of new sites;
 - improvements to rail stations accessibility and creation of new stations; and
 - complementary investment in bus services and low emission vehicles.

Each scheme is being progressed as a separate project with a separate business case, albeit the objectives of each independent scheme align with the overall aim of other LPTIP funded schemes in the intention to improve public transport provision across Leeds.

2. Best Council Plan Implications (click [here](#) for the latest version of the Best Council Plan)

- Leeds is a growing and successful city with the Best City Ambition for a Strong Economy and a Compassionate City. The proposals in this report support the priorities for sustainable Infrastructure and Health & Wellbeing by:
 - improving transport connections, safety, reliability and affordability;
 - Improving air quality, reducing pollution and noise; and
 - supporting healthy, physically active lifestyles.

These support the outcomes we want for everyone in Leeds to:

- move around a well-planned city easily; and
 - enjoy happy, healthy, active lives.
- The Council's work on this agenda has been monitored and reviewed by a Cross-Party Members' Group and national transport experts via the Expert Advisory

Panel. The Panel has found these programmes to be soundly based and reflective of the evolving focus of the transport strategy and to be fit for the transformational purposes for which they are intended.

- Additional park and ride sites for the city will result in improved health outcomes and positive climate impacts as a result of improving air quality and reducing noise and emission levels by encouraging modal shift to bus, walking and cycling.

3. Resource Implications

- In June 2017, Executive Board approved a total of £15.31 million to progress the programme and carry out feasibility design on the projects. Then in July 2018 approval was given to progress the park and ride sites at Elland Rd and Stourton, the bus route between Stourton and the City Centre along the A61 Wakefield Road / Low Road / Hunslet Road and the Early Interventions. Elland Road started on site in May 2019 and Stourton is due to start on site from August 2019, both received planning permission in January 2019.
- In February 2019 approval was given to advance the A647 Bus Priority Corridor as part of the programme. In April 2019 approval was given to advance the Headrow, Infirmary Street and Park Row city centre gateways and A61 North Harewood Junction. In June 2019 approval was given to advance the A61 North bus priority corridor and A65 SCOOT signals.

Recommendations

- a) Note the progress since April 2016 in developing proposals for the relevant projects benefiting from LPTIP funding and the subsequent public consultation responses.
- b) Approve the submission of a planning application for the new Alwoodley park and ride site and subject to the granting of planning permission and the funding approval of the West Yorkshire Combined Authority, approve the expenditure of up to £14.03m from the LPTIP Capital Programme to carry out detail design and construction of the site.
- c) Approve the submission of a planning application for expansion of the Temple Green park and ride site and subject to the granting of planning permission and the funding approval of the West Yorkshire Combined Authority, approve the expenditure of £5.966m (the cost of the Business Case minus the purchase of the land which has previously been approved) from the LPTIP Capital Programme to carry out detail design and construction of the site. Also approve an injection of £431,978.55 from S106 Developer Contributions.
- d) Subject to ongoing consultation with the Executive Member as appropriate, note that the Chief Officer for Highways and Transportation will be responsible for the implementation of the decisions outlined in this report.

1. Purpose of this report

- 1.1 The total value of the projects comprising the LPTIP programme of funding is approximately £270 million. This report provides an update on the progress of significant schemes during 2019/20 and outlines the next steps for delivering the following under the auspices of this funding programme:
- Planning approval, detail design and construction of the new Alwoodley park and ride site;
 - Planning approval, detail design and construction of Temple Green park and ride expansion.
- 1.2 Schemes to be delivered from this funding are required to be substantially completed by the end of 2020/21. A number of reports will therefore be presented to Executive Board over the forthcoming year to enable LPTIP funded schemes to progress accordingly.

2. Background information

- 2.1 Leeds' transport infrastructure represents a major challenge for the City. Years of under investment and its impact on the City's economy and quality of life means a comprehensive package of interventions are required over the next decade. Accordingly, in order to achieve our stated ambitions, the Council is leading on major schemes within the £1bn West Yorkshire Transport Fund and working in partnership with the West Yorkshire Combined Authority (WYCA) on various projects under the auspices of the £173.5 million LPTIP fund.
- 2.2 The LPTIP schemes are an important part of moving the City towards our Connecting Leeds Vision which looks to create:
- a world-class connected city, that allows seamless end to end public transport journeys internationally, nationally, regionally and locally;
 - an ambitious city, that attracts and plans for inclusive growth;
 - a smart city that embraces innovative technology to efficiently use, manage and maintain the transport network;
 - a people-focused city, with well-connected neighbourhoods and a city centre that's easily accessible for everyone; and
 - a healthy city, that allows more people to walk, cycle and be more active, with reduced traffic and emissions to create cleaner air.
- 2.3 In December 2016, Executive Board agreed the submission of a Strategic Outline Business Case (SOBC) for the LPTIP to DfT for £173.5 million for public transport. With anticipated local and private sector contributions, the total investment package is worth circa £270 million. At present, the total public funding confirmed comprises the contributions from DfT (£173.5m), LCC (£8.8m) and WYCA (£0.97m) totalling £183.3 million. This funding will begin to make a small step in addressing the historic government under-investment in transport infrastructure in Leeds.

- 2.4 In June 2017, Executive Board approved up to £15.31 million from the £173.5 million to progress LPTIP funded programmes and carry out feasibility designs. This programme of improvements is being jointly developed by LCC and WYCA.
- 2.5 In July 2018, Executive Board approved the carrying out of detailed design and construction, subject to planning approvals, of a new Park and Ride site at Stourton, further expansion of the Elland Ride Park and Ride site, bus route improvements along the A61 Wakefield Road / Low Road / Hunslet Road and the early interventions on the remaining key corridors. In February 2019, approval was given by Executive Board to advance the A647 Bus Priority Corridor as part of the programme. In April 2019 approval was given to advance the Headrow, Infirmary Street and Park Row city centre gateways and A61 North Harewood Junction. In June 2019 approval was given to advance the A61 North bus priority corridor and A65 SCOOT signals.
- 2.6 The Strategic Outline Business Case proposed 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;
 - development of three new rail stations for key development and economic hubs serving Leeds Bradford Airport, Thorpe Park and White Rose;
 - 2,000 additional park and ride spaces with the first new site opening at Stourton;
 - 1,000 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; and
 - providing improved connectivity across areas.
- 2.7 In addition, investment by bus companies is proposed to provide new, comfortable, and more environmentally clean buses with free wi-fi and contact-less payments. The aim is to achieve an estimated reduction of up to 90% in bus related NOx emissions by 2020. First Bus have already introduced 105 of the latest high quality, clean buses into the fleet – including 8 hybrid electric buses for the Park and Ride sites. Arriva have introduced 37 new buses which meet the latest emission standards and are operating on routes into Leeds.
- 2.8 The aims and ambitions of the package of public transport programmes being progressed utilising LPTIP funding have been informed by the ongoing Transport Conversation and the schemes have been selected to deliver the following aspirations:
- move towards doubling bus patronage from 2016 levels within 10 years;
 - support economic growth by unlocking transport constraints in key growth areas and across the city;
 - align with the emerging Leeds Transport Strategy, West Yorkshire Transport and Bus Strategies, as well as the national/pan northern growth strategies including HS2 and Northern Powerhouse Rail;

- improve health outcomes especially air quality by reducing transport emissions and making a significant contribution towards compliance with DEFRA's legal requirement of the city and make improvements to encourage people to walk and cycle in the City Centre;
- complement the existing schemes being delivered through the WYTF such as Leeds City Centre Package and the Corridor Improvement Programme;
- reflect the key messages from the Transport Conversation in terms of improving public transport operation and quality;
- to leverage match funding from the private sector, both public transport providers and developments / businesses which will benefit from the public investment;
- Cognisance of and adaptability for the delivery of the longer term strategy.

2.9 The existing city centre transport network:

- cannot accommodate a further increase in car use;
- struggles to meet the expectations of bus users in terms of journey time and journey time reliability;
- creates environmental problems such as air pollution and greenhouse gas emissions;
- does not support or facilitate high quality public realm; and
- does not provide safe and attractive walking and cycling options.

2.10 Each scheme / project proposed is being progressed as a separate project with a separate business case, albeit the objectives of each independent scheme align with the overall aim of other LPTIP funded schemes in intending to improve public transport provision across Leeds and facilitate delivery of key Council priorities and strategies.

3. Main issues

3.1 Alwoodley Park and Ride

3.1.1 Survey work indicates that a large number of commuters drive into Leeds City Centre from resident populations to the north of the outer ring road. This generates congestion on routes into the city delaying public transport services and increases levels of air pollution. With the success of Elland Road and Temple Green Park and Ride sites, it is proposed that a new park and ride site to the north of the city is developed. Potential sites have been investigated for their suitability and Alwoodley has the advantage of being able to easily intercept traffic travelling towards Leeds from Harrogate on the A61 North thereby reducing traffic levels in the North of the city.

3.1.2 There is an existing park and ride site at King Lane which has space for just 155 vehicles, developed over 20 years ago. Its compact size, limited number of express bus services into the city centre and distance from the main Harrogate Road route limit its expansion potential. Furthermore, the standard of facilities provided falls short of other, larger sites developed more recently across the city. Recent surveys and analysis have shown significant demand for a new park and ride site at Alwoodley, supplementary to the existing site at King Lane.

- 3.1.3 Approved improvements to Harrogate Road and Scott Hall Road for buses, cyclists and pedestrians will improve bus journey times for all buses on this route including the service from Alwoodley Park and Ride which will capitalise on the new bus infrastructure. Buses using Scott Hall Road already benefit from the bus guideways that allow them to bypass congestion. The complementary proposals for the A61 North Alwoodley to Leeds route include new bus lanes and smart traffic lights to tackle congestion issues, making buses quicker and more reliable.
- 3.1.4 Establishing a Park and Ride in Alwoodley with a high quality, high frequency bus service will encourage a higher public transport mode share and therefore reduce existing and future development vehicle trips, reducing congestion and delivering sustainable transport for the city and contributing to the Clean Air Zone.
- 3.1.5 Alwoodley Park and Ride is proposed to be located on council owned land opposite the Grammar School at Leeds. Subject to all statutory approvals, the site will comprise of:
- Up to 550 car parking spaces including disabled, parent/child and electric vehicle parking;
 - Bus stop arrangements to accommodate two buses;
 - Passenger waiting facilities including a site office, ticket machines, real-time information, customer toilets and small units for potential retail /small business opportunities;
 - Enhanced landscaping and tree planting to meet Green Streets standards,
 - Gates, fencing, lighting and CCTV for security.
- 3.1.6 These interventions are designed to address the following problems:
- High levels of car trips into the city centre compared to other UK cities;
 - Congestion with extended and highly variable journey times during morning and evening peaks;
 - Constrained accessibility which hampers business and economic growth;
 - Rising congestion levels contributes to Leeds suffering from poor air quality, particularly in the city centre; and
 - There is the lack of interchange opportunities between rail and bus in the city centre.
- 3.1.7 Around 25% of traffic entering the city along Harrogate Road has a destination in the city centre. Many drivers do not have an alternative travel choice available as they are travelling from largely rural areas north of the city, with limited access to local public transport. The proposed scheme will aim to address these issues by encouraging commuters to transfer from car to bus at the edge of the North Leeds urban area, thereby reducing road congestion. The scheme will improve access to employment and training via public transport, improving network safety for all users and reducing levels of nitrogen oxides on the key public transport corridors. The scheme will also explore potential benefits for the local community and residents.
- 3.1.8 The park and ride bus service will be procured by WYCA. The basis of the operation will be slightly different to other park and ride models as it will utilise existing express services re-routed into the site. There will also be the opportunity for the site to be supported at peak times with a shuttle service. Several bus

operators have responded favourably to some initial market testing and submitted letters of interest which were included in the Outline Business Case.

- 3.1.9 The cost of the scheme at Outline Business Case is up to £13.07m and was submitted to the Combined Authority on 1st July 2019.
- 3.1.10 Subject to approval of the planning application, which is due to be submitted in October 2019, the proposed programme outlines construction commencing in spring 2020 with the site operational by September 2021. Detailed design will progress in parallel to the 16 week planning determination period. Any risk of Judicial Review will delay the construction start by 6 months.
- 3.1.11 There are existing scheduled bus services in the vicinity of the site and as part of the project, options for the future service and procurement including routing options is in development. This work is in parallel to a wider review of how park and ride bus service stop in the city centre.

3.2 Temple Green Park and Ride

- 3.2.1 The Temple Green park and ride facility first opened in June 2017 with the provision of 1000 parking spaces and a number of bus priority measures into Leeds city centre. It has proven to be a popular and effective P&R location and at current growth levels it is envisaged that full capacity will be reached this year (2019). Therefore there is a need to build in further capacity. It is proposed to provide approximately 400 additional parking spaces to cope with this increasing demand.
- 3.2.2 Temple Green park and ride is situated in the Aire Valley east of the city centre adjacent to the A63 Pontefract Lane and just west of M1 Junction 45. Catering for trips from the north, east and southeast of the city. The scope of the proposed scheme includes provision of approximately 400 additional spaces with the provision of disabled and electric vehicle charge points should further demand for these be deemed necessary based on the current usage. Landscaping around the new extension will be undertaken in line with the WYCA Green Streets Principles.
- 3.2.3 Subject to statutory approvals, the scheme comprises the following interventions:
- Approximately 400 additional spaces
 - Frequent bus service to and from the city centre
 - Staffed and safe parking provision
 - CCTV with passenger waiting facilities and amenities
 - Provision of free Wi-Fi on all buses
 - Landscaping in line with WYCA Green Streets Principles
- 3.2.4 These interventions are designed to address the following problems:
- High levels of car trips into the city centre compared to other UK cities;
 - Congestion with extended and highly variable journey times during morning and evening peaks;
 - Constrained accessibility which hampers business and economic growth;
 - Rising congestion levels contributes to Leeds suffering from poor air quality, particularly in the city centre; and

- There is the lack of interchange opportunities between rail and bus in the city centre.

- 3.2.5 The proposed scheme will aim to address these issues by encouraging commuters to transfer from car to bus at the edge of the Leeds urban area, thereby reducing road congestion. The scheme will also improve access to employment and training via public transport, improving network safety for all users and reducing levels of nitrogen oxides on the key public transport corridors.
- 3.2.6 The LPTIP project team will need to have close liaison with the HS2 team as an area of land near to the Temple Green park and ride site has been safeguarded as a potential depot site for the HS2 project.
- 3.2.7 The cost of the scheme at Outline Business Case is £7.386m (including £1.43m for the purchase of the land which was previously approved at Executive Board in January 2019) and was submitted to the Combined Authority on 1st July 2019.
- 3.2.8 Subject to approval of the planning application, which is due to be submitted in September 2019, the proposed programme outlines construction commencing in May 2020 and be open by January 2021. This does not include any associated highway works which may come to front once the Transport Assessment has been finalised, which will invariably add to the final completion date.
- 3.2.9 The bus service will be built around the present park and ride service augmented as necessary following the present route but having regard for review of city centre park and ride stops proceeding in parallel to this project's development.

3.3 LPTIP Public Transport S106 contributions

- 3.3.1 Development funds specific to public transport measures have been collected under Section 106 as follows. From 1998 to 2006 developer contributions were secured using SPG5 'Guidelines for Assessing Developer Contributions to Leeds Supertram', from proposals within 800m of a proposed tram stop towards the Leeds Supertram scheme. At the time of withdrawal of funding for Supertram and effective cancellation, a report went to DMT Technical Board on 11 November 2005 recommending that SPG5 monies collected or due in the future would be held and safeguarded for the 'Bus Rapid Transit' alternative or related 'Plan B' schemes.
- 3.3.2 Since 2007 developer contributions towards public transport have been secured via the 'Public Transport Improvements and Developer Contributions' SPD, however following the introduction of the Community Infrastructure Levy on the 12th November 2014, the number of contributions secured has reduced.
- 3.3.3 Paragraph 2.3.1 of the SPD sets out that contributions will be used to 'help finance and deliver the programme of public transport improvements and enhancements for Leeds identified in the Leeds City region Transport Vision, the Local Transport Plan, and the emerging documents of the LDF. Expansion of Temple Green will allow for continued success of the site in providing an alternative option for accessing the city centre. Thus meets the criteria for schemes listed within the SPD.

- 3.3.4 A summary of the proposed contributions are summarised in the table below. It is proposed to utilise these contributions for the proposals outlined in this report. Legal Services have been consulted on the proposals to allocate S106 funding towards LPTIP schemes and have confirmed that the relevant funds can be directed towards the park and ride scheme.

Summary of Public Transport S106 Contributions	
Scheme	Contribution
Temple Green Park and Ride	£431,978.55
Total	£431,978.55

4. Corporate considerations

4.1 Consultation and engagement

- 4.1.1 The preliminary designs of each of the above elements will be reviewed in light of the feedback of the consultation and engagement. Approval of the preliminary designs will be sought from Highways and Transportation Board, chaired by the Chief Officer for Highways and Transportation. However, if there are significant changes to the preliminary designs, these will be brought back to Executive Board for consideration.
- 4.1.2 A three month transport conversation in the Autumn of 2016, generated 8,169 questionnaire responses, (along with feedback from 100 workshops, meetings and presentations) demonstrating a keen interest in engaging with the city on issues of transport, both now and in the longer term.
- 4.1.3 The Transport Conversation and the £173.5 million programme proposals was reported to Executive Board on the 14th December 2016, and developed in response to the feedback from the Transport Conversation engagement process in the Summer / Autumn 2016.
- 4.1.4 The report showed that across the consultation there was a strong desire to travel more sustainably. In the workshops, letters and emails, many of the comments referred to wanting to improve public transport, walking and cycling routes and respondents felt that investment in the Leeds Transport System was vital to improve the economy and the environment. The key themes from the feedback included issues around bus reliability, cost, poor service and lack of accessibility of public transport; many people felt rail could offer improved capacity and access; there was also a strong demand for mass transit (tram) and further park and ride provision. There was strong support for making the city a more people focussed place, including improved provision for pedestrians and cyclists, whilst reducing the impact of congestion and environmental impacts.
- 4.1.5 The first phase (1a) of the public consultation was undertaken in February and March 2018 covering three bus corridors: Bradford to Leeds, Alwoodley to Leeds and Oakwood & Roundhay. Over 1,600 contributions were made via Connecting Leeds.

4.1.6 A comprehensive programme of engagement was delivered which can be summarised as:

- online consultation portal (Commonplace) with full details of the proposals;
- 13 public drop in events and exhibitions
- presentations to stakeholders
- outreach through attending several community groups and with Seldom heard groups;
- printed literature with some 30,000 leaflets and flyers distributed (across all corridors);
- social Media campaign;
- community outreach;
- promotion via real time displays in bus stops and on street; and
- Promotion through partner networks, advertising strategy and press coverage.

4.1.7 The consultation attracted a total of 6108 visits to the online materials with contributions made. In total over 50% of the contributors indicated they were either supportive of the proposals or felt neutral towards them.

4.1.8 The promotional events were well received with high footfall at the majority and good interaction and engagement from members of the public.

4.1.9 Internal engagement with other relevant Council departments has regularly been undertaken throughout preliminary design development. The team has also had ongoing engagement with partner organisations, such as WYCA and bus operators.

Alwoodley Park and Ride

4.1.10 Consultation for the Alwoodley park and ride was open to the public from the 11th February to the 17th March 2019. People were able to comment in a number of different ways, including online via Commonplace, email/letter, and at public engagement events.

4.1.11A number of strategies were undertaken in order to advise members of the public of proposed changes and the consultation opportunity. These included:

- Publicity through adverts on YEP, social media advertising, real-time information boards, and VMS on key routes.
- Promotion of details to partner community organisations and hubs via leaflets, email, and word of mouth.
- Engagement with key stakeholders including bus operators, the civic trust, Bus Users UK, cycle forums, and local councillors.
- Community outreach with Leeds Involving People outreach workers on street level promoting details of the scheme through local leaflet drops
- Notification to people registered with Commonplace previously.
- Councillor briefings.

4.1.12 Respondents were given the option of responding to four proposals within this section of the scheme, and a minimum of 191 people responded to each. The proposals:

- Introduction of a new park and ride site;

- Specific layout and extent of the proposed site area;
- Provision of a new primary access road directly from Harrogate Road; and
- Provision of a secondary access road from the Alwoodley Gates roundabout.

Key Findings

- 4.1.13 Overall sentiment for this section was split with 45% of people felt positive, 46% negative and 9% felt neutral. Within each of the four proposals, respondents were given varying options plus 'other' regarding the effect the proposals might have. The choices with the highest number of responses were that the overall section would negatively affect people who lived locally (305 responses, spread across the four individual proposals) and that it would attract people to use the park and ride (295 responses). However, a similar number of people expressed that it would not attract people to use the park and ride (277 responses). Loss of green space and local congestion were both issues that were of obvious concern, with more than 200 responses.
- 4.1.14 When asked if they would use the proposed park and ride, 77 said *yes*, 123 *no* and 20 *maybe*. It is noted that the majority of respondents live in the area, and more generally between the proposed park and ride and the city centre; they would not be usual candidates for a park and ride service as it is envisaged that commuters from Harrogate and North Leeds will be the main users of the site.
- 4.1.15 Ward Member briefings took place on 19 June 2019 to outline the scheme proposals and the benefits locally.

Temple Green Park and Ride

- 4.1.16 Consultation for the Temple Green park and ride expansion commenced 1st July 2019. The strategy includes promoting to existing users, bus cards being distributed, letter drops to local businesses, one pull up banner placed in the terminal at Temple Green and an information section on Commonplace (consultation platform). Ward Member and Executive Member briefings have taken place and the Executive Member has reviewed the consultation materials in advance of the scheme going live.

4.2 Equality and diversity / cohesion and integration

- 4.2.1 The LPTIP funded programmes were developed from the Leeds Transport Conversation and extensive engagement with a wide range of groups such as Voluntary Action Leeds, Child Friendly Leeds, BME Hub, Disability Hub, LGBT Hub, Leeds Society for the Deaf and Blind, Physical and Sensory Impairment (PSI) Network, Womens' Live Leeds, Elderly Action groups and various groups representing accessibility and usability.
- 4.2.2 Leeds Involving People (LIP) are a key partner in ensuring that seldom heard groups are involved in shaping a transport strategy for Leeds that is inclusive and meets the needs of individuals, communities and the city. Through their involvement we have undertaken multiple Seldom Heard Group workshops throughout 2018 as part of the overall LPTIP proposals. This will continue forward in 2019.

- 4.2.3 From previous engagement and consultation, it is evident that transport has the potential to have a differential impact on equality groups with particular regard to gender, disability, race, age, younger and older people. Equality screening has taken place with key stakeholders, prior to consultation and engagement, to ensure actions are taken to highlight the positive impacts and reduce the negative impacts.
- 4.2.4 An Equality, Diversity, Cohesion and Integration screening has been completed for the Alwoodley park and ride scheme. The conclusions found that there would be no/minimal impact. The full assessment is included at Appendix A.
- 4.2.5 An Equality, Diversity, Cohesion and Integration screening has been completed for the Temple Green park and ride scheme. The conclusions found that there would be/no minimal impact. The full assessment is included at Appendix B.

4.3 Council Policies and the 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 contribution our vision for Leeds to be the best city in the UK and the following Best Council Plan 2019/20 to 2020/21 priorities:
- Inclusive growth (Supporting growth and investment, helping everyone benefit from the economy to their full potential)
 - Sustainable infrastructure (Improving transport connections, safety, reliability and affordability; Improving air quality, reducing pollution and noise)
 - Child-friendly city (Enhancing the city now and for future generations)
- 4.3.2 The LPTIP-funded projects will also contribute to the objectives of the Local Development Framework, Leeds Core Strategy, Local Transport Plan 3, emerging WYCA Transport Strategy, and Strategic Economic Plan.

Climate Emergency

- 4.3.3 By providing additional park and ride spaces, improving bus journey times and reliability, and improving facilities for cyclists these schemes are anticipated to encourage modal shift from private car to bus and cycling. This is expected to contribute to a reduction in greenhouse gas emissions. The anticipated reduction in car usage will also have a beneficial impact on air quality, linking in with the proposed CAZ boundaries and its operation of reducing nitrogen oxide particles.
- 4.3.4 Transport modelling undertaken in support of the OBCs supports that the schemes will take cars off the road and therefore have a positive effect on greenhouse gas emissions. The Temple Green park and ride scheme will remove 174,000 annual car journeys from the road network in Leeds each year, and the removal of approximately 1,400 tonnes of carbon. The Alwoodley park and ride scheme will remove 232,000 annual car journeys from the road network in Leeds each year, and the removal of approximately 4,400 tonnes of carbon.

- 4.3.5 An additional climate change assessment for Alwoodley park and ride is to be undertaken over the next 12 weeks as part of the Environmental Screening process. Calculations of the scheme's greenhouse gas emissions will strengthen the justification that the scheme does not have negative impacts on climate change, and provides quantitative analysis that can be used to highlight the benefits of the case.
- 4.3.6 The scope of works will entail traffic data collection and validation, review of the emission changes associated with the expected tree species to be included in the landscape design and Greenhouse Gas quantification. A report will be produced that will include a comparison of the emissions associated between a car doing an example circuit between the Park and Ride and city centre, and a bus doing the same circuit. The calculations and write up will then be quality assured.
- 4.3.7 The LPTIP schemes will have both losses and gains in vegetation, although overall there will be a net gain in terms of trees. However, any effect of vegetation change on greenhouse gas emissions is likely negligible in the context of any traffic changes.
- 4.3.8 There will be some unavoidable negative effects during construction, such as embedded carbon involved with materials, construction traffic etc. Leeds City Council will work with BAM to explore opportunities to reduce carbon emissions and will advise on this and the details of any measures they take to minimise carbon emissions, including effectively managing waste and transporting plant and goods through recycling of materials.
- 4.3.9 If the programme is not implemented, the level of growth in the city will be constrained due to the inadequacies of the transport infrastructure.

4.4 Resources, procurement and value for money

- 4.4.1 The funding approvals requested in this report are to be allocated from LPTIP which currently stands at £183.3m, comprising contributions from the DfT (£173.5m), LCC (£8.8m) and WYCA (£0.97m). Further funding approvals will be required from the Combined Authority for spend from the DfT and WYCA funding.
- 4.4.2 One of the conditions in the letter from the DfT is that investment decisions on individual components of the package will be made locally in accordance with the WYCA Assurance Framework previously agreed with the government. A parallel authorisation is currently being progressed through this assurance process with WYCA to release the expenditure requested in this report.

Previous Authority to spend to date	TOTAL £000's	TO MARCH 2019 £000's	FORECAST		
			2019/20 £000's	2020/21 £000's	2021 & on £000's
LAND (1)	1620.1	1620.1			
CONSTRUCTION (3)	95749.3	2267.2	40106.7	53375.4	
DESIGN FEES	7030.0	5670.0	1360.0		
OTHER Costs	6060.9	460.9		5600.0	
TOTALS	110460.3	10018.2	41466.7	58975.4	0.0
Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2019 £000's	FORECAST		
			2019/20 £000's	2020/21 £000's	2021 & on £000's
CONSTRUCTION (3)	19353.5		4560.0	14793.5	
OTHER	432.0		432.0	0.0	
TOTALS	19785.5	0.0	4992.0	14793.5	0.0
Total overall Funding LCC Capital Programme	TOTAL £000's	TO MARCH 2019 £000's	FORECAST		
			2019/20 £000's	2020/21 £000's	2021 & on £000's
LCC Supported Borrowing	8932.2	189.6		2613.1	6129.5
Section 106/278	975.6		975.6	0.0	
Government Grant DFT	118000.0	9828.6	45483.1	62688.3	
WY+TF	5600.0			5600.0	
European Grant ERDF	2867.5		0.0	2867.5	
Total Confirmed Funding	136375.3	10018.2	46458.7	73768.9	6129.5
Total Funding Balance	6,129.5	0.0	0.0	0.0	6,129.5

4.4.3 The above DfT funding element while based on the original DfT cashflow will change significantly as the programme progresses and detailed schemes are approved.

4.4.4 All revenue implications with regard to lifecycle maintenance costs will be met from existing budgets. The LPTIP revenue implications will be addressed moving forward into the programme.

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

4.5.1 This report is classed as a key decision and is eligible for call-in.

4.5.2 There is no exempt or confidential information contained within this report.

4.5.3 The proposals outlined in this report will require planning permission under the Town and Country Planning Act 1990 (as amended).

4.6 Risk management

4.6.1 The LPTIP-funded schemes make progress towards delivery of the vision and objectives of the West Yorkshire Transport Strategy and the interim Leeds Transport Strategy.

- 4.6.2 As previously stated, schemes to be delivered from the LPTIP funding are required to be substantially completed by 2020/21. Given these timescales, flexibility will be required in terms of adjusting the programmes to meet cost, programme and deliverability changes.
- 4.6.3 The schemes will be assured through the WYCA framework set up for the West Yorkshire Transport Fund, already approved by the DfT. Progression through this assurance process in a timely manner is necessary in order to avoid delays to overall deliverability.
- 4.6.4 A Programme Board has been established to manage delivery of the Programme with Package Boards responsible for each project. Risks are actively managed through these Boards with due regard given to risk management through project governance. In addition, these Boards have extensive and varied expertise in acting in the assimilation and delivery of such projects.
- 4.6.5 The decisions in this report are part of the mitigation measures in addressing the corporate risk 'failure to adequately maintain and manage the current transport infrastructure to keep the city moving'.

5. Conclusions

- 5.1 Leeds is a successful city and its economy continues to grow. Improving the existing transport network is an important enabler helping Leeds be a prosperous, liveable and healthy city. Accordingly the £173.5m funding allocated from DfT, added to local funding, creates an opportunity to deliver £270m of improvements to public transport in Leeds in the short to medium term. These will include a transformation of the bus network, plans for new rail stations at key employment growth locations, creation of high-quality city centre gateways, and establishing a strong basis for progression of longer-term plans envisaged within the Leeds Transport Strategy.
- 5.2 The proposals described in this report mark important first steps in implementing several programmes benefitting from LPTIP funding and will make a significant contribution to the quality of life of people living, working and visiting the city, contributing to its on-going growth and economic success.

6. Recommendations

- 6.1 Note the progress since April 2016 in developing proposals for the relevant projects benefiting from LPTIP funding and the subsequent public consultation responses.
- 6.2 Approve the submission of a planning application for the new Alwoodley park and ride site and subject to the granting of planning permission and the funding approval of the West Yorkshire Combined Authority, approve the expenditure of up to £14.03m from the LPTIP Capital Programme to carry out detail design and construction of the site.
- 6.3 Approve the submission of a planning application for expansion of the Temple Green park and ride site and subject to the granting of planning permission and the funding

approval of the West Yorkshire Combined Authority, approve the expenditure of £5.966m (the cost of the Business Case minus the purchase of the land which has previously been approved) from the LPTIP Capital Programme to carry out detail design and construction of the site. Also approve an injection of £431,978.55 from S106 Developer Contributions.

6.4 Subject to ongoing consultation with the Executive Member as appropriate, note that the Chief Officer for Highways and Transportation will be responsible for the implementation of the decisions outlined in this report.

7. Background documents¹

7.1 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.