



Report to Chief Officer Highways and Transportation

Date: 28th November 2017

Subject: Leeds Public Transport Investment Programme – Approval to Tender the Delivery Partnership 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

1. 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.
2. 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.
3. In December 2016 Executive Board approved the expenditure of £8.8m LCC capital monies to progress the development of these transport improvements.
4. A Development partner has been appointed to progress the feasibility design options and to develop the outline business cases (OBC) for a number of the schemes in the Project.
5. Approval is now being sought to procure the LPTIP Delivery Partnership Contract to undertake the detailed design and construction of the works to enable the schemes to be delivered by 2020/21.

Recommendations

6. The Chief Officer (Highways and Transportation) is asked to approve:
 - i) to tender the Delivery Partnership Contract for the Leeds Public Transport Investment Programme.

1. Purpose of this report

- 1.1 This report seeks approval for the procurement of the Delivery Partnership Contract for the Leeds Public Transport Investment Programme.

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.
- 2.3 Accordingly, the delivery of the emerging Leeds Transport Strategy was built from the overarching themes as presented in the Leeds Transport Vision reported to Executive Board in October 2015. This programme will allow an early start to deliver transport improvements in Leeds.
- 2.4 Getting our transport system right is a critical element of achieving the Council's Best City ambition. Our headline aims are for a transport system to support a city which is:
- Prosperous
 - Healthy
 - Liveable
- 2.5 Accordingly in December 2016 Executive Board agreed the submission of an Outline Strategic Case for the Leeds Public Transport Investment Programme to DfT for £173.5m for public transport. The £173.5m for Leeds was announced by the Government on the cancellation of NGT. With anticipated local and private sector contributions the total investment package is worth c.£270m. At present the total funding confirmed comprises the contributions from DfT (£173.5m), LCC (£8.8m) and WYCA (£0.97m) totalling £183.27m.
- 2.6 The Outline Strategic 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.

- 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.
- Providing improved connectivity across areas, for example between communities along the outer ring road.

2.7 In addition investment by bus companies to provide new, comfortable, and more environmentally clean buses with free wi-fi and contact-less payments which will achieve close to a 90% reduction in NOx emissions by 2020.

2.8 As a consequence of these measures, we aim to:

- Move on the trajectory towards doubling bus patronage from 2016 levels in 10 years.
- Significantly improve air quality and reduce carbon emissions.
- Support economic growth and job creation
- Reduce congestion.
- Work towards all stations in Leeds being accessible.

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 A Development partner has been appointed to progress the feasibility design options and to develop the outline business cases (OBC) for a number of the schemes in the Project.

3.3 The LPTIP Delivery Partnership Contract will provide Early Contractor Involvement up to OBC on individual schemes and once approvals are in place to undertake the detailed design and the construction of the works to deliver the schemes.

3.4 The contract will be split to provide one delivery partner to primarily deliver the Bus Corridors/Bus Park & Rides schemes and another to primarily deliver the City Centre Gateway schemes. However the contract will have the option to allow Leeds to appoint either partner to work on either schemes via the award of work through package orders.

3.5 The delivery partners will be required to attend and provide input at Project and Programme Boards to support the successful delivery of the Programme.

3.6 Subject to sufficient interest from the tenderers the contract will be procured through Lot 6 of the YORcivils2 Framework Agreement.

3.7 The contract will be awarded after successful assessment of the tenderers quality and price submissions. Since the delivery of quality projects on time is crucial the

weighting of 70% on Quality and 30 % on Price will be used to ensure that the contractors appointed can deliver the expectations of the project.

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.

4.6 Risk management

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

5 Conclusions

5.1 To deliver the Bus Street Infrastructure elements of LPTIP it is necessary to procure delivery partners to develop the detailed design and the construction of the works whilst having a strategic involvement in the programme.

6 Recommendations

The Chief Officer (Highways and Transportation) is asked to approve:

- i) to tender the Delivery Partnership Contract for the Leeds Public Transport Investment Programme.

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.