

**Report of Director of City Development**

**Report to Executive Board**

**Date: 25 July 2018**

**Subject: Update on Progress and Implementation of the Leeds Public Transport Investment Programme (LPTIP)**

Are specific electoral wards affected? If yes, name(s) of ward(s): ALL	<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
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**

- 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 21st-Century Infrastructure and Health & Wellbeing in:

  - Improving transport connections, safety, reliability and affordability;
  - Improving air quality, reducing noise and emissions;
  - Supporting healthy, physically active lifestyles.

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

  - Move around a well-planned city easily;
  - Enjoy happy, healthy, active lives.
- In the city centre, there has been extensive development in recent years, reinforcing the city's position as a major retail and office location. 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 recently experienced and anticipated. The growth of Leeds' economy is crucial to helping achieve better economic outcomes across the region and the North.

3. Against this background of growth across the city, because of a lack of investment over a number of years, it is evident that the development of Leeds' transport infrastructure has not kept pace and remains a big challenge.
4. Leeds, like any major city, suffers from congestion which can adversely impact on both residents and businesses, particularly when there is a road accident or an incident, such as a water main burst, at a key location. Statistically it is the case however that Leeds is not the most congested city. TOMTOM's traffic index for 2016, measuring congestion worldwide at a city level, ranked London 25<sup>th</sup>, Manchester 39<sup>th</sup>, Newcastle-Sunderland 64<sup>th</sup>, Liverpool 78<sup>th</sup>, Glasgow 88<sup>th</sup>, Birmingham-Wolverhampton 109<sup>th</sup> and Leeds-Bradford 110<sup>th</sup>.
5. To start to address the transport challenge and achieve our ambitions, the Council is leading on major schemes within the £1bn West Yorkshire Transport Fund, including the East Leeds Orbital Road and Airport Link Road. In addition, with £174 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.
6. 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.
7. The Leeds Public Transport Programme (LPTIP) consisting of £270m from the DfT, LCC, Combined Authority, bus operators and developers will deliver significant investment in public transport up to 2021. First Bus have already introduced 34 of the latest high quality, clean buses into the fleet with a further 250 as part of a £71 million investment programme. Similarly 37 Arriva buses which meet the latest emission standards are operating in Leeds.

The LPTIP programme will deliver:

- Bus Priority Corridors;
- City Centre Gateways;
- New sites and expansion of existing bus and rail park & ride sites;
- Rail Stations Accessibility and New Stations;
- Complementary investment in bus services and low emission vehicles.

8. In June 2017 Executive Board approved a total of £15.31m to progress the programme and carry out feasibility design. Approval is now being sought to advance the initial schemes in the programme.
9. The city has seen key investment in transport in the last few years. Park & Ride use has continued to grow at Elland Road and Temple Green reducing congestion, and improving air quality in the city. The opening of Leeds Southern Station Entrance and Kirkstall Forge Railway Station have supported the growth in rail use.
10. The arrival of HS2 into an integrated station is a once in a generation opportunity which will transform the internal and external environment of Leeds station and the surrounding area. The Council continues to work with partners to deliver the Leeds Integrated Station Masterplan published last year.

11. On the highway significant junction improvements to tackle congestion at Thornbury Barracks and Rodley were funded through successful bids to the DfT's pinchpoint programme. Further key junction upgrades on the outer ring road are due to start on site imminently ahead of the East Leeds Orbital Road which has been given planning approval. Further funding has been secured for signal equipment upgrades on the A65 to manage traffic and ease congestion.
12. The second phase of the City Connect Cycle superhighway scheme is on site and a successful bid for a cycle superhighway on the outer ring road in the north of the city was recently approved by DfT.
13. Highways England recently announced their preferred option for an improvement scheme on the M621 with a programmed start on site in 2020. The Council have been working closely with Highways England to ensure this scheme contributes to the delivery of transport, regeneration and land use strategies that support the cities inclusive growth, particularly in the South Bank.
14. Delivery of the Connecting Leeds Vision plays a crucial role in tackling air quality in the city. Executive Board has recently approved proposals for a Clean Air Zone which the proposals in this report complement. Changing both vehicle technology and travel mode choices will tackle the congestion and health challenges in a sustainable, equitable and complementary manner.
15. The Council's work on this agenda has been supported and challenged 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 A report from the Panel outlining support for the work to date is attached as Appendix A.

## Recommendations

16. Executive Board is recommended to:
  - (i) Note the progress since April 2016 on developing proposals and the public consultations;
  - (ii) Note the report from the independent Expert Advisory Panel;
  - (iii) Note the development work on the popular Park and Ride sites and to support the continued roll out of the park and ride programme including:
    - (a) Progress on the feasibility work at Alwoodley Gates in the North of the City;
    - (b) Approval of the submission of a planning application for expansion of the Elland Road Park & Ride site and subject to the granting of planning permission and the funding approval of the West Yorkshire Combined Authority, approve the expenditure of £5.12m from the LPTIP Capital Programme to carry out detail design and construction of the site;
    - (c) Approval to the submission of a planning application for a new park & ride site at Stourton and subject to the granting of planning permission and the funding approval of the West Yorkshire Combined Authority approve the expenditure of £23.74m from the LPTIP Capital

- Programme to carry out detail design and construction of the Park and Ride site;
- (iv) Approve the expenditure of £11.98m from the LPTIP Capital Programme to carry out detail design and construction of the Bus Priority measures and cycling improvements on the route from the Stourton site into the city centre along Wakefield Road / Low Road / Hunslet Road;
  - (v) Approve the expenditure of £5.19m to be funded from the LPTIP Capital Programme for the detail design and construction of the initial schemes:
    - a A647 – Bradford to Leeds: Armley Road bus gate and bus stop relocation;
    - b A61(N) – Alwoodley to Leeds –
      - i Harrogate Road outbound bus lane/gate at Alwoodley Lane
      - ii Harrogate Road inbound bus lane to Outer Ring Road
      - iii Harrogate Road inbound bus lane to Street Lane;
    - c A58 – Oakwood & Roundhay to Leeds
      - i Easterly Road verge hardening for off-carriageway parking provision
      - ii York Street bus only;
    - d A660 – Adel to Leeds - Holt Lane signalisation.
  - (vi) The Chief Officer for Highways and Transportation is responsible for the implementation of the decisions outlined in this report.

## **1. Purpose of this report**

- 1.1 The total value of the programme of works for LPTIP is around £270m. This report provides an update on the significant scheme and package development during 2017/18 and the first quarter of 2018/19 and sets out the next steps for delivering the Leeds Public Transport Investment Programme. Whilst much has been achieved to date and there have been positive comments made about the way public consultations have been undertaken, a great deal of work remains to be done, including ultimately the undertaking of major construction works in the city. Delivery against the Programme's timeline remains very challenging.
- 1.2 Officers undertook to return to Executive Board with regular updates on progress and in order to seek approval to carry out detail design and construction. This report seeks authority for the detail design and construction of the initial schemes.

## **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 need to be progressed 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 Combined Authority on the £174m LPTIP.
- 2.2 The schemes within this report are an important part of early 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;
  - 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 an Outline Strategic Case for the Leeds Public Transport Investment Programme to DfT for £173.5m for public transport. With anticipated local and private sector contributions the total investment package is worth c.£270m. At present the total public funding confirmed comprises the contributions from DfT (£173.5m), LCC (£8.8m) and WYCA (£0.97m) totalling £183.3m. Set against the relative low levels of transport investment in Leeds and indeed the region when compared with other regions and especially London, this funding will begin to make a real difference in narrowing the gap and preparing for future investment and the leverage of further funds.
- 2.4 In June 2017 Executive Board approved the spend total of up to £15.31m from the £173.5m to progress the programme and carry out feasibility design. This programme of improvements is being jointly developed by LCC and the West Yorkshire Combined Authority.

- 2.5 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 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;
  - Providing improved connectivity across areas.
- 2.6 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 an estimated reduction of up to 90% in bus related NOx emissions by 2020. The first of these buses are already on our streets.
- 2.7 The aims and ambitions of this package of public transport improvements have been informed by the ongoing Transport Conversation and the schemes have been selected to deliver the following aspirations:
- Move forward the goal of 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;
  - 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 who will benefit from the public investment;
  - Cognisance of and adaptability for the delivery of the longer term strategy.

### **3 Main issues**

#### **3.1 Continuing Progress on Transport in Leeds**

- 3.1.1 Much has been achieved in the last few years, such as the continued growth in use of Park & Ride sites at Elland Road and Temple Green reducing congestion, and improving air quality in the city. The opening of Leeds Southern Station Entrance and Kirkstall Forge Railway Station have supported the growth in rail use. Working with partners Rail North and the Combined Authority much needed additional capacity has been secured through franchise commitments by Northern and Transpennine. Larger and additional trains have already started to be rolled out and by December 2019 there will be increase of more than 30% peak morning seats into Leeds and Manchester for Transpennine services.
- 3.1.2 On the highway significant junction improvements to tackle congestion at Thornbury Barracks and Rodley were funded through successful bids to the DfT's pinchpoint programme. A successful bid for NPIF funding to bring the signal equipment up to the latest standard on the A65 was announced earlier this year, with these improvement to manage congestion to be implemented in 2018-2020. The improvements to the method of control will increase resilience to unplanned incidents on the network and provide greater network monitoring coverage.
- 3.1.3 Highways England recently announced their preferred option for an improvement scheme on the M621 with a programmed start on site in 2020. The M621 is a strategically important part of Leeds' transport network as it functions as two major arterial routes and part of the inner ring road. The council have being working closely with Highways England to ensure this scheme contributes to the delivery of transport, regeneration and land use strategies that support the cities inclusive growth, particularly in the South Bank.
- 3.1.4 Delivery of the Connecting Leeds Vision plays a crucial role in tackling Air Quality in the city. Executive Board will consider proposals for a Clean Air Zone which the proposals in this report complement. Changing both vehicle technology and travel mode choices will tackle the congestion and health challenges in a sustainable, equitable and complementary manner.
- 3.1.5 Executive Board will also consider the refresh of the City Centre Vision later in July 2018. Changes within the city's transport provision plays an important part in delivering this vision. The arrival of HS2 into an integrated station will transform the internal and external environment of the station. Construction of HS2 is scheduled to start in 2024 and the resilience of the city during 8 years of construction requires planning now. The plans within the South Bank framework SPD sets out the highway and transportation interventions which need to be delivered prior to HS2 construction.
- 3.1.6 The Council is developing a number of proposals to improve connectivity and enable housing delivery through the Housing Infrastructure Fund. The programmes are being co-ordinated alongside urban realm investments to create a connected, green and welcoming city centre which is people focused and enhances the character of Leeds.

3.1.7 The Combined Authority is leading on a Connectivity workstream as part of the HS2 Growth Strategy to develop mass transit proposals for the city region. The initial findings of this work will be reported to Executive Board later in the year. Alongside this work The Combined Authority is also developing a bid for the DfT's Transforming Cities Fund to implement complementary measures in the city and neighbouring authorities to the proposals.

3.1.8 The Leeds Cycling Starts Here Cycle Strategy was developed by a range of partners from across the city to promote and develop cycling as a sustainable mode of travel, a sport, and to support the improvement of health and wellbeing. This strategy was formally approved by Leeds City Councils' Executive Board in June 2017. Since the Tour de France in 2014 Leeds has seen a marked increase in cycling across the district, this has been further encouraged by infrastructure schemes such as City Connect, the West Yorkshire Police safe pass initiative and the increase in 20mph schemes around schools and residential areas.

### 3.2 LPTIP Progress to Date

3.2.1 On the 21st of April 2017 the Government confirmed the release of the £173.5m funding. One of the conditions from the DfT is that improvement schemes funded by the £173.5m must be substantially complete by 2020/21. In addition LCC and WYCA have given approval for contributions of £8.8m and £0.97m respectively towards the programme. Executive Board gave approval to spend £15.31m from the £173.5m to progress the programme and feasibility design to develop Outline Business Cases for individual schemes.

3.2.2 Since June 2017 key progress on the programme has included:

- Appointing a development partner (WSP) to identify issues, potential solutions and feasibility design for schemes to improve bus journey times and patronage;
- Undertaking an extensive period of consultation events;
- Continuing to work with the Expert Panel in developing the strategy that underpins the proposals;
- Commencing feasibility design on the initial schemes as described in Sections 3.3.2 to 3.3.5 Progressing the expansion of Park and Ride sites in Leeds; Completing feasibility design on Elland Rd phase 3, and Stourton: commencing feasibility on Pudsey Rail Station and investigating Alwoodley Gates off the A61 in the north of the city as a potential site;
- Upgrades of the Bus fleet in Leeds by Operators as described in Section 3.11
- Technical feasibility studies progressing in preparation for the public consultation in Summer 2018 on new Rail Stations at Leeds Bradford Airport, Thorpe Park and Millshaw;
- Schemes identified to improve the accessibility of Morley, Cross Gates and New Pudsey Rail Stations;
- Commencing procurement of delivery partners for contract award in July 2018 to carry out detail design and construction of the LPTIP highway schemes.



### 3.3 Bus Priority Corridors

- 3.3.1 An essential component of the target to double bus patronage is to improve the reliability and times of bus journeys. Improvements therefore need to be made on the key bus corridors coming into the city and within the city centre itself. To determine the optimum improvements in street infrastructure all of the relevant baseline data along the key corridors and city centre was analysed such as, traffic speeds and flows of public and private transport, bus patronage by stages, general bus routing information, accident details, junction hotspots, land ownership, site allocations plans, non-motorised- user (NMU) facilities and usage parking etc. Together with site observations and discussion with Stakeholders schematic plans were prepared on a number of potential interventions that will address existing issues and enable improvements to be made for bus passengers; principally more reliable and quicker bus journey times and better waiting facilities. These schematic plans were then used as a basis for the first phase of the consultation and engagement that was undertaken.
- 3.3.2 This first phase consultation was undertaken in February and March on proposed initial concepts on 3 of the key routes; Bradford to Leeds, Alwoodley to Leeds and Oakwood & Roundhay to Leeds (See Section 4.1). The feedback from this consultation is still being analysed but from this schemes will be selected for feasibility design and further engagement.
- 3.3.3 However from the investigations undertaken and emerging feedback obtained 7 initial schemes have been identified. It is proposed to start construction as soon as possible on early these initial schemes in order to adhere to the spend profile required by the DfT and to spread the duration of construction activity to avoid excessive disruption later in the programme;
- A647 Bradford to Leeds Route: Modifications to bus gate, bus stop and toucan crossing arrangements at Gloucester Terrace junction (including carriageway resurfacing, modifications to footway/cycle track and renewal/upgrade of signals). The proposals will reduce delays currently experienced by outbound buses by improving detection and better coordinating management of the network, given the various interacting constraints present in the area;
  - A61N Alwoodley to Leeds:
    - (i) Outbound bus lane along Harrogate Road on approach to Alwoodley Lane/Wigton lane junction (including carriageway resurfacing), with bus gate introduced at existing signals for displaced right turn;
    - (ii) Inbound bus lane along Harrogate Road on approach to Outer Ring Road roundabout (including carriageway resurfacing works) to tie-in to upgrade scheme at main junction funded as part of ELOR. It is proposed that this scheme is delivered by the ELOR contractor to minimise disruption in the area;
    - (iii) Inbound bus lane along Harrogate Road on approach to Street Lane at Moortown Corner (including carriageway resurfacing works and renewal of signals)
- 3.3.4 All packages will reduce bus delays by ensuring buses are able to reach the front of the queues that exist on approach to the three signalised junctions.
- A58 Oakwood and Roundhay to Leeds Route

- (i) Verge hardening to facilitate removal of on-carriageway parking along Easterly Road (where required) – This will reduce delays currently experienced by buses when trying to negotiate parked vehicles dispersed at different points along the nearside lane.
- (ii) Conversion of York Street to bus only between St Cecilia Street and Duke Street. This will reduce delays to buses that result from the requirement to mix with general traffic over what is a short, congested link into the city centre. This scheme is being prepared in conjunction with the City Connect works planned for York St. A660 Adel to Leeds.
- (iii) New signalised junction at Holt Lane (including carriageway resurfacing works and renewal/upgrade of signals). The proposals will reduce delays currently experienced by buses trying to egress onto Otley Road from the Holt Lane junction. They will also extend cycle network coverage beyond the Outer Ring Road on what, within the Outer Ring Road, is the heaviest use cycle corridor in the city. This will further amplify the benefits of cycle facilities being introduced as part of the Lawnswood Junction scheme which is, reducing the reliance on car for short trips and ensuring cyclists do not come into conflict with buses. Proposals are being investigated for improvements to the Lawnswood Roundabout which will be consulted upon in June/July and will be the subject of a separate report to Executive Board later in the year.

3.3.5 Except where noted above all of the schemes are being prepared for detail design and construction by the, (to be appointed) Delivery Partner, starting summer 2018 to be complete in 2018/19 financial year. The cost of implementation of all of the above schemes is £5.19m including detail design and construction. This sum is to be funded from the LPTIP Capital Programme.

#### 3.4 Park and Ride Expansion

3.4.1 Park and Ride is an essential component of the city's transport strategy enabling improved access to the city centre to support the growing economy. It reduces the demand for city centre parking and allows more economically efficient use of city centre land. Reducing congestion and transport emissions in the city centre increases the possibilities of the breakthrough projects, 'rethinking the city centre' and 'cutting carbon in Leeds'.

3.4.2 The existing Park and Ride sites are continuing to grow in popularity with average daily number of passengers at Elland Rd and Temple Green over 800 and 570 respectively. The latest low emission buses have recently been introduced at both sites by the operator. With increasing demand for travel particularly to the centre of Leeds there is a need to provide additional Park and Ride provision. Potential sites across the City have been investigated for their suitability taking into consideration; proximity and ease of travel to the City Centre; size and access from Motorways or other busy radial routes, and from this the following sites are being progressed.

#### 3.5 *Elland Road*

3.5.1 The Elland Road P&R facility first opened in July 2014 with the provision of 425 parking spaces and a number of bus priority measures into Leeds city centre. This was subsequently expanded through the development of an overflow parking

section to make up the current total of 800 spaces, however demand continues to grow and cars are needing to use the overflow area on most days. There is therefore a need to build in further capacity.

- 3.5.2 It is proposed to provide an additional 550 parking spaces to cope with this increasing demand.
- 3.5.3 As part of the scheme, it is also proposed that an additional bus be added to the services, which would increase the frequency of the bus service at peak times from every 8 minutes to every 6 minutes, providing a benefit for existing users of the site, as well as attracting new users.
- 3.5.4 Electric vehicle charging points will be provided and the whole site will be covered by appropriate security measures. To accommodate the requirements for disabled parking, provision will be provided within close proximity to the bus terminus resulting in a change to the existing site's parking arrangements.
- 3.5.5 In addition, a new two-way road with associated crossing points to the north of Leeds United Football Club is proposed, which would provide a link between Bobby Collins Way and Lowfields Road. This is planned to be a 'bus only' route, but would have the capacity to cater for both match day arrangements (should the police see fit to open this to general traffic when supporters are leaving) and provide future flexibility in operating arrangements.
- 3.5.6 Discussions have been held with Leeds United Football Club to ensure that the P&R proposals are compatible with the Club's development plans. Public consultation on the proposals has been carried out in June/July 2018. Subject to satisfactory consultation it is proposed that a planning application be submitted later in the Summer, and if granted construction to begin in Spring 2019 and opening towards the end of the year. The estimated cost of this extension is £5.12m including detail design and construction. This sum is to be funded from the LPTIP Capital Programme.

### 3.6 *Stourton*

- 3.6.1 It is clear from the success of the other Park and Ride sites and the modelling forecasts undertaken that there is need for increased Park and Ride provision in the South of the city. Potential sites have been investigated for their suitability and Stourton has the advantage of being able to easily intercept traffic travelling towards Leeds on the motorway network and A61 thereby reducing traffic levels in the South of the city.
- 3.6.2 Improvements to Wakefield Rd/ Pontefract Rd/ Hunslet Rd and Meadow Lane for buses, cyclists and pedestrians will improve bus journey times for all buses on this route including the new service from Stourton Park and Ride.
- 3.6.3 Other potential sites in the South of the City suffer from a combination of land ownership issues, inferior access to the motorway network and / or route to the city centre and size.

- 3.6.4 Stourton Park & Ride has been identified as a priority scheme for early delivery within the programme and the site has been included in the Unitary Development Plan since 2001, including its most recent review in 2006.
- 3.6.5 Establishing a Park and Ride in Stourton with a high quality, high frequency bus service and 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, facilitating the full potential of Leeds South Bank and the Clean Air Zone.
- 3.6.6 Stourton Park & Ride is also a prime location for a future EV charging hub and has potential for the proposals to include solar power generation on site. The latter forms part of a European Regional Development Fund (ERDF) renewable energy bid. The outline bid application was submitted in November 2017 and accepted at outline stage on 9th February 2018 along with an invitation to progress to the submission of a full application. The full bid application was submitted in June 2018 and a decision on the Grant Award is anticipated in November 2018. These considerations are still being explored as part of the scheme development, but will enhance the green credentials further. In due course when procurement for the new bus service for the site is undertaken this will reflect the ambition to have ultra-low emission electric buses providing the services.
- 3.6.7 Detailed analysis has identified that the site location adjacent to the M621 motorway network is ideally suited to intercept traffic heading toward Leeds city centre before it experiences any significant congestion.

The site comprises:

- Up to 1200 car parking spaces including disabled and parent/child spaces;
  - Bus stop arrangements to accommodate 2 buses and a bus layby to facilitate an electric bus charging point;
  - 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, including leisure facilities, with options such as picnic tables, seats, a fitness trail and biodiversity provisions being investigated;
  - Proposed footways and cycle ways through and around the site to promote leisure use and link to recognised pedestrian and cycle routes on the wider strategic network;
  - Electric bus and car charging facilities;
  - Gates, fencing, lighting and CCTV for security.
- 3.6.8 The highway layout is to be revised to ensure easy access to the site for customers and priority egress for buses. Junction 7 of the M621 is to be upgraded by Highways England and appropriate signing will be installed on the strategic network.
- 3.6.9 The route of the service along Wakefield Rd, Pontefract Rd Hunslet Rd and Meadow Lane and intermediate stops have been determined to provide a balance between providing an express service for P&R customers and yet serving all the potential destinations in the city centre, south bank and education establishments.

The buses will be given a distinctive identity and branding to easily identify them as the link between the Park & Ride and city centre consistent with the two other established park and ride sites. These measures will also improve bus travel for residents from Middleton, Belle Isle, Hunslet, Rothwell and the wider area as well as serving the Park and Ride site through dedicated bus lanes that will deliver journey time and reliability improvements for services; 12, 13, 13A, 47,48, 63, 74, 110, 167, 168, 189, 410, 444 and 446.

- 3.6.10 In addition to the proposed bus route infrastructure including around 6km of bus lanes, the overall scheme aims to provide fully segregated high quality cycle facilities along the route to allow safe and efficient movement by cyclists. The scheme will include: junction designs that accommodate cycles, segregated cycle crossings, improved pedestrian crossing facilities, cycleway bypasses of bus stops, cycle priority at side roads and signed links to and along quiet streets. These proposals will create a safer and more attractive environment for cycling along the A639 Low Road/A61 Hunslet Road corridor. The provisions also incorporate improvements and benefits to pedestrians and provision for the enhancement of the urban realm either as part of the scheme directly or by provision for future investment and development particularly in the South Bank area. This approach builds on and delivers the aspirations set out in the South Bank Framework and thereby supporting the major regeneration of the area, which will provide over 35,000 new jobs and 4,000 new homes. This fits within the Best Council Plan strategic aims to promote sustainable and inclusive economic growth by improving the economic wellbeing of local people and businesses and the 2018/19 Best Council Plan priorities on 'Low carbon' and 'Transport and infrastructure.
- 3.6.11 The bus service will be procured by WYCA. The minimum specification for the buses will be electric buses, however bids which include lower emissions vehicles will also be evaluated. Within the contract for the bus service will be a provision to share future profits between LCC, WYCA and the bus operator once patronage grows beyond a specified level.
- 3.6.12 There is potential for two-way use usage along the route promoting stops outside First Direct Bank and the education establishments.
- 3.6.13 The initial period of public engagement for the Park & Ride proposals, including associated bus corridor improvements, occurred between September 18th and October 27th 2017 as described in Section 4.1. Although there was positive reaction from the online survey indicating that over 50% of respondents would consider using the Park & Ride there was significant concerns raised at a local level relating to increases in traffic accessing the site, ensuring adequate drainage and landscaping designs and the close proximity of the car park to Hunslet Cemetery.
- 3.6.14 Working closely with local Ward Members and following several meetings with representatives from the local community, modifications have been made to the design in advance of the submission of the Planning Application. Mitigation measures introduced include significant landscaping features surrounding the park & ride site to help mask the development from Hunslet Cemetery and nearby houses. These proposals will include evergreen planting to be effective all year round and will introduce woodland paths & cycle tracks to add to the amenity value. The landscaping will also help mitigate any noises generated within the car park and the dominant background noise of the nearby motorway. The provision of

electric buses at the Park & Ride will not only help to keep noise to a minimum during operational hours but they have zero CO2 emissions thereby making it a clean bus service. EV charging points at Park & Ride sites attract electric car users. The provision of CCTV in and around the site will help combat anti-social behaviour, together with the proposals to divert the existing Public Right of Way, to connect Parnaby Road with Ring Road Middleton through the park & ride site instead of through Hunslet Cemetery. To mitigate any indiscriminate parking on local roads adjacent to the site, waiting restriction proposals for surrounding areas are being considered (initially as an experimental order) should the need arise. We are also pursuing local Ward Members' wishes to remove the potential expansion area for car parking to public open space.

- 3.6.15 Further information events have been held in June/July along the Hunslet Road corridor and around the Stourton site in advance of a planning application submission. More specific Stourton park and ride consultation was held on the 12<sup>th</sup> July locally, alongside the corridor consultation. Feedback from these events will be considered for the detailed design stage. Subject to the outcome of this Executive Board a Planning Application for these proposals is being progressed and will be submitted subject to the approval of this report by Executive Board. Further opportunity to comment on the proposals will be available during the planning application process.
- 3.6.16 An annual renewable licence for horses to graze on land, which includes (but is not limited to) the area identified for the Park & Ride car park site, is currently in place. The grazing land is located both sides of Ring Road Middleton. This licence has recently been re-granted in April 2018 but is not a rolling contract as the term of the license is for 364 days/year. The licence is not exclusive and allows access to the land e.g. for the purpose of surveys. The license is not guaranteed to be renewed every year and can be terminated all or in part with one month's notice. It is envisaged that the licence would continue to be renewed in the future, including the remaining land that is surplus to requirements and that this would appeal to the licensees rather than terminating the licence completely.
- 3.6.17 Improvements to the Thwaite Gate (Wakefield Rd/Pontefract Rd) junction require land from LCC Asset Management that is currently leased out under a 6 month lease to First Direct for car parking. Replacement parking can be provided within the LCC owned site.
- 3.6.18 The costs of delivery of the Stourton Park and Ride site is £23.74m. This includes detail design, construction, client management and communication and engagement. This sum is to be funded from the LPTIP Capital Programme.
- 3.6.19 The costs of the improvements along Wakefield Rd, Pontefract Rd, Hunslet Rd including improvements to the Junction 7 roundabout and associated highway works is £11.98m. This includes detail design and construction, client management and communication and engagement.
- 3.6.20 Construction of the scheme is programmed to start in Spring 2019 and be open by Summer 2020.

### 3.7 *Alwoodley Gates*

- 3.7.1 An investigation into potential Park and Ride sites in the North of the City has been undertaken to identify potential sites that could be developed by 2020/21 for inclusion into the programme. The Alwoodley Gates site opposite Leeds Grammar School has emerged as the site offering greatest potential for delivery. This location has been identified in the UDP for many years as a Park and Ride site. Improvements for bus travel planned along the A61 corridor into the city will further enhance its attractiveness as an alternative to driving into the city from the North. Demand forecasting and layout optioneering are currently ongoing. Further approvals for Alwoodley are likely to be sought in due course.

### 3.8 New Rail Station Programme

- 3.8.1 Historically rail investment in Leeds and the region has been patchy and intermittent and lower than elsewhere; very significantly so compared with London and the South East. Since the 1980's only one new station, Kirkstall Forge, has been built in Leeds. However, with new rail stock investment now taking place for the Trans-Pennine and Northern franchises, the ongoing development of the Transport Pennine Route Upgrade (TRU) and HS2 and Northern Powerhouse Rail in the pipeline this position is expected to change markedly over the next few years and with the decade. The three new Rail Stations are identified in the LPTIP, Thorpe Park, Leeds Bradford Airport Parkway and White Rose (at Millshaw) are therefore a welcome opportunity to make a real change to station provision in Leeds and to support economic growth through some of the key development sites in the city, where new access to rail offers a rail opportunity to maximise their impacts and access to jobs from a wide hinterland in the region. These schemes are development through concept and outline design stages to allow the presentation of full outline business cases to the Combined Authority and Department for Transport later this year/early 2019. In the meantime the initial public engagement on the proposals at the three sites is planned to take place from July onwards to be completed with consultation on the integrated connectivity to the airport and development hub during the autumn. Plans at Thorpe Park are being integrated with the development proposals at the adjacent White Rose site and across the wider East Leeds extension. The proposed station at White Rose is planned in conjunction with the emerging development planning of the adjacent area and will also expand opportunities for local access. In both cases the schemes are being developed in conjunction with Network Rail so that they can be shaped around TRU proposals and the wider service planning for this key pan-Northern route. The programme has also made provision for access upgrades at Horsforth, Morley and Cross Gates where the plans will again be influenced by the TRU programme and any opportunities this may provide as the detail begins to emerge from later this year.

### 3.9 New Pudsey Park & Ride A car park expansion to serve New Pudsey rail station

- 3.9.1 Potential design solutions are being investigated to feed into the Outline Business Case during 2018-19. Consultation on these options will be carried out later this year.

### 3.10 Rail Accessibility Package

3.10.1 Access improvements are proposed at Cross Gates, Morley and Horsforth rail stations to achieve an unobstructed and step free accessible route to platforms.

3.10.2 The Combined Authority is currently in the process of agreeing the commercial contracting arrangement with Network Rail to complete the development work of the accessibility schemes. The Combined Authority / LCC are working together with the rail industry to identify opportunities of potential early delivery in parallel with the potential TRU early delivery works.

### 3.11 New Bus Vehicles planned and delivered for Leeds

3.11.1 All buses operated by Transdev in Leeds have been purchased as new within the past two years or extensively refurbished to an 'as new' standard including next stop information, USB power and Wifi. There are three buses that have not already been replaced (Coastliner vehicles) which will be replaced with three new high-spec buses (including the above features and tables, as well as to Euro VI standard) this year.

3.11.2 First have committed to delivering 284 new vehicles by the end of 2020. Of these, 34 have been delivered and are in service (as of Spring 2018) and 8 hybrids for the park and ride services are due for delivery over the next two months. In addition, First have plans for new vehicles to be delivered in 2018/19 and 2019/20. First are also hoping to bid for Ultra Low Emission Vehicle funding for additional electric buses for delivery in 2019/20. Also Arriva Yorkshire received 37 new buses last year.

## **4 Corporate considerations**

### **4.1 Consultation and engagement**

4.1.1 The Transport Conversation and the £173.5 million programme proposals was reported to Executive Board on the 14<sup>th</sup> December 2016, and developed in response to the feedback from the Transport Conversation engagement process in the Summer/ Autumn 2016.

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 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.

4.1.4 Since that time the Conversation has continued through the development of:

- A 'Connecting Leeds' Communications and Marketing Plan aimed at raising public awareness of Leeds' transport ambitions and the wide role connectivity plays in assisting inclusive economic growth for the city and Leeds City Region, improving health, greater social mobility through education, training and employment, and supporting independent lifestyles;
- A Bi monthly Cross Party meeting chaired by Cllr Wakefield which has had early sighting and involvement of the schemes as they progress;
- Reporting and presentation to all 10 Community Committees (Transport sub committees and Forums) in late autumn 2017. Discussing the results of the Transport Conversation relating to their area and progression of both the LPTIP and other transport improvements proposed or on-going for that area.

4.1.5 In addition a quarterly Expert Panel meeting has been set up to give an independent review of the LPTIP programme and schemes as they develop, as well as the medium to longer term transport strategy. An overview of the Panel work to date is provided in (Appendix A). In summary over the past 18 months the Panel were instrumental in advising Leeds on:

- The development of the LPTIP business case (£173.5m) in the autumn of 2016 and its successful DfT funding approval in April 2017;
- The challenges of delivering a transport programme of transformational change in a short period of time;
- The development of a phased programme of co-investment with other partners including identifying early wins with a clear narrative and story board of how these improvements would contribute to Leeds as a 'Best City' by 2030;
- Risk evaluation, which is considered key as the programme is subject to extremely challenging timescales, culminating in supporting discussions with the DfT;
- Consultation and engagement, identified as a key risk to the programme and so have focused on evaluating the key components, positively supporting the general direction but stating a need to include 'winning trust and building transparency' as objectives;
- Understanding the scope for and importance of behavioural change and, culminating in the Connecting Leeds messaging and brand;
- Review of bus engine technology concluding that there is a case for Euro VI buses in the short term and also to develop a plan for a route operated by electric buses as part of the LPTIP programme;
- Complementary improvements to services for example ticket pricing and subsidised fares; scope for more agile solutions for lower demand; Travel

Apps (for example Reading); price and availability of car parking; true costs of car ownership, and attracting young people pre car ownership.

- 4.1.6 The first LPTIP consultation was carried out for Stourton Park and Ride including associated bus corridor improvements. This occurred between September 18th and October 27th 2017 and engagement with key stakeholders and community groups has continued since this time. This has included leaflet and survey promotion, public engagement exhibitions and attending local neighbourhood forums, which have taken place within the City Centre, Middleton Park, City & Hunslet, Rothwell, Ardsley and Robin Hood wards. There is mixed support for the scheme, with significant concerns raised at a local level which will be considered through the planning process. Most concerns relate to increases in traffic accessing the site, ensuring adequate drainage and landscaping designs and the close proximity of the car park to Hunslet Cemetery. Positive reaction from the online survey identifies that over 50% of respondents would consider using the Park & Ride, mainly due to ease of parking (72%), a convenient route (70%) and reduced cost (58%).
- 4.1.7 Further Investigations, including traffic modelling, geotechnical surveys, drainage surveys, air quality & noise monitoring have been carried out to help address local concerns. Mitigation measures around Hunslet Cemetery are also being explored e.g. landscaping provisions; ways to combat anti-social behaviour – CCTV etc.
- 4.1.8 Highways England have been consulted on the proposals and are supportive of the principle of Park & Ride in this location.
- 4.1.9 In February 2018 the first phase of the Bus Corridor consultation commenced on the A58, A647 and A61N. As well as the usual materials of leaflets and briefing notes, there was also:
- Launch event on the 20<sup>th</sup> February with the 3 bus operators and their new buses (Transdev, Arrive and First Bus), Connecting Leeds and the Bus corridor consultation;
  - A series of clear information panels for each corridor which was also available through an online interactive facility and enabled clear communication and interaction with the early draft proposals;
  - Communications included, press release, social media, new Connecting Leeds Twitter, Connecting Leeds Video, refreshed webpage;
  - Twelve drop in events located across the corridors 10,000 leaflets delivered directly by the team to local business and communities, drop in events etc.;
  - Operators, attending all our consultation events (bringing their buses along e.g. the Light event and Visual Impairment event) to talk with people about bus services, also attending local forums to discuss bus issues directly;
  - Stakeholder involvement (e.g. Civic Trust, Cycling forum, Accessibility Group and Chamber) and at a local level we've been targeting seldom heard groups (over 10 groups met with) and by talking to people on the corridors, distributing leaflets and encouraging participation which includes over 200 conversations, in 150 locations along the corridors;
  - 30,000 leaflets and flyers delivered directly by the team to local business and communities, drop in events etc.

4.1.10 This Consultation phase was completed on the 13<sup>th</sup> April, with the feedback currently being analysed. These results will be responded to as part of the phase two of consultation on these corridors starting in Autumn 2018. In overall summary the consultation has resulted in:

- Over 7,000 visits to the Commonplace website with over 4,000 contributions;
- Press coverage from BBC Look North/BBC Radio Leeds/ITV Calendar/Radio Aire/Made in Leeds TV/Leeds Live, YP/YEP.

4.1.11 The next phase of the consultation (Phase 1B) was launched on the 20<sup>th</sup> June, lasting until -27<sup>th</sup> July and covers:

- City Centre Gateway sites, including public realm improvements as well as the bus infrastructure improvements
- Elland Road, Park and Ride extension (550 spaces);
- Bus corridors; A660 including Lawnswood roundabout and the A61S (including Stourton Park and Ride for information in advance of the Planning Application submission);

4.1.12 The materials for the consultation include engagement boards and artists impressions, leaflet drops and flyers, 15 public events, including a launch event for key stakeholders, joint activity on Clean Air Day (21<sup>st</sup> June), with bus operators, stakeholders and hard to reach group workshops.

4.1.13 Detailed stakeholder engagement by the Combined Authority and the Council on the new station development programme is ongoing with the Network Rail, Department for Transport and the operators and including the developers to shape and agree the outline business case and the outline scheme proposals. Public engagement is included in Phase 1B of the engagement programme for both the Thorpe Park and White Rose sites and is expected to commence in July. Engagement on the proposals for the parkway station to serve Leeds Bradford Airport will form part of a comprehensive engagement later in this year on the and economic hub connectivity,

4.1.14 In summary the consultation and engagement programme for the bus infrastructure improvements is

**Phase 1A** (20<sup>th</sup> Feb-13<sup>th</sup> April 2018);

- Bus Corridors, A61N, A58, A647,
- Junction improvements to Armley Gyratory and Dawsons Corner

**Phase 1B** (20<sup>th</sup> June-27<sup>th</sup> July 2018);

- Bus Corridors , A660 (including Lawnswood roundabout) and A61S,
- Elland Rd Park and Ride, Stourton Park and Ride .
- City centre gateway sites.
- Rail station consultation for Thorp Park and White Rose (with consultation on the LBA parkway station to follow in the autumn).

## **4.2 Equality and diversity / cohesion and integration**

4.2.1 As part of the LPTIP consultation and engagement process due regard has been given to equality, diversity, cohesion and integration. Individual Equality Screening forms have been completed for each scheme approval and are attached in Appendices B, C and D. The key findings of the equality screenings are:

- The LPTIP programme team have organised a number of meetings, workshops and attended events with Child Friendly Leeds, Access Groups, BME Hub, Disability Hub, LGBT Hub, Access and Use-Ability Group, Physical and Sensory Impairment (PSI) Network and Womens' Live Leeds;
- Leeds Involving People (LIP) are a key partner in ensuring that seldom heard groups are involved in shaping a transport strategy for Leeds that's inclusive and meets the needs of individuals, communities and the city;
- A Seldom Heard Groups workshop is scheduled to take place on Tuesday 3rd July 2018 as part of the overall LPTIP proposals;
- From previous engagement and consultation it is evident that transport has the potential to have a differential impact on some equality groups with particular regard to gender, disability, race, age, younger and older people;
- Detailed impact assessments will take place in June and July for these schemes with key stakeholders, prior to any consultation and engagement to ensure actions are taken to highlight the positive impacts and reduce the negative impacts.

## **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 Priorities;

- Inclusive Growth (Supporting growth and investment helping everyone benefit from the economy to their full potential)
- 21st Century Infrastructure (Improving transport connections, safety, reliability and affordability)
- Child-friendly city

that 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 The funding approvals requested in this report are to be allocated from the Leeds Public Transport Investment Programme which currently stands at £183.3m from 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.

#### 4.4.3 Capital Funding and Cashflow

Previous Authority to spend to date	TOTAL £000's	TO MARCH 2018 £000's	FORECAST				
			2018/19 £000's	2019/20 £000's	2020/21 £000's	2021/22 £000's	2022 & on £000's
LCC FEES & CONSTRUCTION	11755.0	2127.7	9627.3				
WYCA FEES & CONSTRUCTION	4055.0	1277.6	2777.4				
<b>TOTALS</b>	<b>15810.0</b>	<b>3405.3</b>	<b>12404.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2018 £000's	FORECAST				
			2018/19 £000's	2019/20 £000's	2020/21 £000's	2021/22 £000's	2022 & on £000's
LAND (1)	0.0						
PROGRAMME MGT	2080.0		2080.0				
DESIGN FEES	5670.0		5670.0				
CONSTRUCTION	32130.0			15000.0	17130.0		
OTHER COSTS (7)	0.0						
<b>TOTALS</b>	<b>39880.0</b>	<b>0.0</b>	<b>7750.0</b>	<b>15000.0</b>	<b>17130.0</b>	<b>0.0</b>	<b>0.0</b>
Total overall Funding (As per LCC Capital programme & WYCA )	TOTAL £000's	TO MARCH 2018 £000's	FORECAST				
			2018/19 £000's	2019/20 £000's	2020/21 £000's	2021/22 £000's	2022 & on £000's
LCC Supported Borrowing	8832.2	189.6	0.0	0.0	8642.6	0.0	0.0
Government Grant DFT	173500.0	3215.7	66484.3	49100.0	54700.0	0.0	0.0
WYCA Confs	970.0	0.0	0.0	0.0	970.0	0.0	0.0
<b>Total Confirmed Funding</b>	<b>183302.2</b>	<b>3405.3</b>	<b>66484.3</b>	<b>49100.0</b>	<b>64312.6</b>	<b>0.0</b>	<b>0.0</b>
<b>Total Funding</b>	<b>183302.2</b>	<b>0.0</b>	<b>66484.3</b>	<b>49100.0</b>	<b>64312.6</b>	<b>0.0</b>	<b>0.0</b>

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

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

4.5.1 This report is eligible for call-in. There are no specific legal implications arising from this report.

#### 4.6 Risk management

4.6.1 The LPTIP serves to make progress towards the Leeds Long Term Transport Vision and Keeping the city moving. If the programme is not implemented, Leeds will not be able to develop in the way articulated above. Given the timescales available to assemble the high level programme, there will need to be some flexibility to adjust the programme to meet cost, programme and deliverability changes.

4.6.2 The schemes will be assured through the WYCA framework set up for the West Yorkshire Transport Fund, already approved by the Department for Transport. Progression through this assurance process in a timely manner is necessary in order to avoid delays to the overall programme delivery.

4.6.3 A Programme Board has been established to manage delivery of the Programme with Package Boards responsible for each package. Risks are actively managed through these Boards.

## 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 to 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, build some world class city centre gateways and pave the way for ambitious longer term plans emerging through the Leeds Transport Strategy.
- 5.2 The proposals described in this report mark important first steps in implementing the programme and taken together with the schemes currently being developed will make a significant contribution to the quality of life of people living, working and visiting the city and contribute to its on-going growth and economic success.

## 6 Recommendations

6.1 Executive Board is recommended to:

- (i) Note the progress since April 2016 on developing proposals and the public consultations;
- (ii) Note the report from the independent Expert Advisory Panel;
- (iii) Note the development work on the popular Park and Ride sites and to support the continued roll out of the park and ride programme including:
  - (a) Progress on the feasibility work at Alwoodley Gates in the North of the City;
  - (b) Approval of the submission of a planning application for expansion of the Elland Road Park & Ride site and subject to the granting of planning permission and the funding approval of the West Yorkshire Combined Authority, approve the expenditure of £5.12m from the LPTIP Capital Programme to carry out detail design and construction of the site;
  - (c) Approval to the submission of a planning application for a new park & ride site at Stourton and subject to the granting of planning permission and the funding approval of the West Yorkshire Combined Authority approve the expenditure of £23.74m from the LPTIP Capital Programme to carry out detail design and construction of the Park and Ride site;
- (iv) Approve the expenditure of £11.98m from the LPTIP Capital Programme to carry out detail design and construction of the Bus Priority measures and cycling improvements on the route from the Stourton site into the city centre along Wakefield Road / Low Road / Hunslet Road;
- (v) Approve the expenditure of £5.19m to be funded from the LPTIP Capital Programme for the detail design and construction of the initial schemes:
  - a A647 – Bradford to Leeds: Armley Road bus gate and bus stop relocation;
  - b A61(N) – Alwoodley to Leeds –
    - i Harrogate Road outbound bus lane/gate at Alwoodley Lane
    - ii Harrogate Road inbound bus lane to Outer Ring Road

- iii Harrogate Road inbound bus lane to Street Lane;
  - c A58 – Oakwood & Roundhay to Leeds
    - i Easterly Road verge hardening for off-carriageway parking provision
    - ii York Street bus only;
  - d A660 – Adel to Leeds - Holt Lane signalisation.

(vi) The Chief Officer for Highways and Transportation is responsible for the implementation of the decisions outlined in this report.

## **7 Background documents<sup>1</sup>**

7.1 None.

## **8 Appendices**

8.1 Appendix A - Report from the Expert Panel

8.2 Appendix B - Screening form for Stourton park and ride

8.3 Appendix C – Screening form for Elland Road park and ride

8.4 Appendix D – Screening forms for Initial Schemes

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<sup>1</sup> 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.