

Report of Head of Governance and Scrutiny Support

Report to Scrutiny Board (Infrastructure, Investment and Inclusive Growth)

Date: 05 September 2018

Subject: Update on the Implementation of the Leeds Public Transport Investment Programme and how this supports the Leeds Inclusive Growth Strategy.

Are specific electoral Wards affected? If relevant, name(s) of Ward(s):	<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 type="checkbox"/> Yes	<input checked="" 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 Following a request for Scrutiny from Cllr Judith Blake, Leader of Leeds City Council. The Scrutiny Board (City Development) conducted an inquiry which considered the role of the Council, the West Yorkshire Combined Authority(WYCA)/METRO and the city's public transport operators in relation to the decisions for both New Generation Transport (NGT) and Supertram.
- 2 In terms of future transport development the terms of reference for this inquiry outlined that the Scrutiny Board would also make an assessment of and, where appropriate, make recommendations regarding
 - a) the developing transport strategy including short, medium and long terms options, and
 - b) how the needs and aspirations of communities and stakeholders would be met through engagement and involvement in the shaping and delivery of transport schemes and projects.
- 3 The Board agreed its inquiry report on the 27th of September 2017¹ which stated the Scrutiny Boards intention to undertake ongoing monitoring of the Leeds Public

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Transport Investment Programme and the delivery of future transport initiatives arising from the programme.

- 4 Appended is the report presented to the Executive Board on the 25th of July 2018, which provides an overview of the current position, for the Scrutiny Boards consideration.
- 5 Nigel Foster, Chair of the Leeds Transport Expert Advisory Panel, has been invited to attend to present the views of the panel and highlight the work they have undertaken to date.

Leeds Inclusive Growth Strategy 2018 2023 – Transport infrastructure and investment supports to support the Big Ideas.

- 6 The Leeds Inclusive Growth Strategy 2018 – 2023, was agreed by Executive Board on the 27th of June 2018. The Strategy complements the aims in the Best Council Plan to encourage growth that is sustainable and inclusive, and supports the delivery of best council plan priorities. It provides a framework for how best to deliver growth that is inclusive and benefits all citizens and communities. The strategy references transport infrastructure improvement (Big Idea 8) and the Leeds Public Transport Investment Programme. It also highlights the importance of ‘connecting people to jobs by improving links between the city centre and surrounding communities’ (Big Idea 6) and ‘strengthening transport links to enable people to access jobs (Big Idea 7) .
- 7 At the July 2018 Scrutiny Board meeting the Board resolved that items scheduled in the work programme would receive further consideration in the context of the Inclusive Growth Strategy to support the Boards inquiry for 2018/19. This requirement is reflected in the terms of reference also presented at today’s meeting. In response, the information in paragraphs 8 – 14 has been provided by representative officers from City Development who will also be in attendance at the meeting to respond to any questions arising.
- 8 In terms of the themes for “Supporting places and communities to respond to economic change (5) “ and “Building a federal economy – creating jobs close to communities (7)” key areas of activity are associated especially with the LPTIP bus programme and developing themes for bus connectivity. At this stage work is continuing with the Combined Authority with their West Yorkshire wide programme to review the bus network. This work which will engage with both bus operators and communities is designed to examine and test whether the present networks are fulfilling expectations in terms of connectivity and what improvements may be required. It will also test on matters of affordability in terms of services provided with revenue support from the Combined Authority and commerciality with respect to those provided by operators with a view to continuing seek the best value and service to the wider community. Capital funding is earmarked with the LPTIP for contributions to the improvement of existing local public transport hubs and where a case is identified the establishment of new ones to maximise interchange and connectivity to get the best out of existing services and emerging future approaches.
- 9 Alongside the above work and recognising that the traditional models of bus service provision are not always able to fulfil community aspirations for local connectivity a

separate piece of work on Connecting Communities is being prepared to begin looking at more local specific issues. The initial study areas are yet to be defined but this work will look at both needs and the role of non-traditional methods of provision such as demand responsive transport and the possibilities of the “mobility as a service” concept for the provision of services in the future.

- 10 Work on the wider programme on capital investment of both wider transport investment programmes funded through the West Yorkshire Plus Transport Fund, Government grants such as the National Productivity Fund and the LPTIP addressing the question of the challenge of objective 8 “21st Century infrastructure”. In connectivity terms the contract for the first phase of the East Leeds Orbital Road scheme has been awarded and has seen the start on site of the complementary A6120 junctions package for completion next year, whilst the final preparatory stages for orbital road are now being entered with the publication of the required Orders which are expected to be examined early next year to allow a start of works during 2019/20.
- 11 Stage 2 of the consultation of the proposals LPTIP for corridors and gateways has been largely completed and work is progressing on further development with a view to commencing some early investments from early 2019. Initial consultation on the rail proposals for new stations at Thorp Park and White Rose have been concluded and the results are now being reviewed prior to progressing further with proposals to the necessary Outline Business Cases early in 2019. Development of proposals for a new parkway station to serve Leeds Bradford Airport are proceeding alongside the progression of plans for the new link road. It is anticipated that consultation on this connectivity package will begin over the next 6 month period with a view thereafter to bringing recommendations to Executive Board and the Combined Authority on their further development and outline business case recommendations.
- 12 Alongside the local work, detailed dialogue is taking place with DfT, HS2 and Transport for the North on the further development of the Trans-Pennine Route Upgrade scheme and on the suggested “touchpoint” interfaces with HS2 which may form part of the future Northern Powerhouse Rail project. All these work-streams are expected to begin to yield results over the next 6 to 9 months as outline proposals are firmed up and as the Government moves HS2 forward to the draft Hybrid Bill stage for HS2 Phase 2b. Looking further beyond a study is currently underway to fully understand the opportunities and options for connectivity investment across West Yorkshire’s network with a focus on ensuring the best possible solutions for interchange with new strategic rail interventions and also the interface with local networks. This piece will inform both pending submissions to the Government’s Transforming Cities fund and also more specifically for Leeds the case for future options for mass transit development whilst acknowledging the increasing role the heavy rail network is taking for this function.
- 13 Development of these wider programmes comes together in the city centre and is therefore critical in shaping the more spatial specific work to accommodate connectivity to the centre and mobility within the centre as a community. Achieving a functional transport system alongside the aspirations for place-making are therefore fundamental to the delivery of objective 6 “Doubling the City Centre”.
- 14 A package of transport investments known as the City Centre Package is being assembled the first part of this of which is an improvement to Armley Gyatory which is

being developed further following initial public consultation in the summer. The next steps for the city centre will be to move towards final recommendations and submission for planning during 2019 with intention of commencing works in 2020/21. This scheme will also align with emerging plans for places and spaces in the city centre, most notably the rethinking of City Square. The wider network improvement is being planned to support both the emergent proposals and business case for the Integrated Leeds Rail Station and HS2 and the final bids for the Housing Infrastructure Fund later this year and to dovetail with bus corridors and gateways included within LPTIP. At the same time it is recognised that the resilience of the transport infrastructure is recognised, particularly the Inner Ring where in the short term investment is needed in the Regent Street bridge and in the longer term a sustainable approach is needed for the maintenance of the ageing structures elsewhere on the route.

Recommendations

- 15 The Scrutiny Board (Infrastructure, Investment and Inclusive Growth) is recommended to consider the information provided and make further recommendations as deemed appropriate.

Background documents

- 16 None used²

² 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.