

Report to the Chief Officer (Highways & Transportation)

Date: 12 March 2019

Subject: ELLAND ROAD PARK & RIDE PHASE 3 EXPANSION – CONCEPT DESIGN APPROVAL

Capital Scheme Number: 32772

Are specific electoral wards affected? If yes, name(s) of ward(s): Beeston and Holbeck	<input checked="" type="checkbox"/> Yes <input 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. Elland Road P&R expansion is a specific scheme identified to deliver the wider Leeds Public Transport Investment Programme (LPTIP) as part of the wider transport investment for the city region to reduce congestion and improve air quality in the city and promote more sustainable modes of transport.
2. There has been a significant increase in uptake at Elland Road P&R since it first opened in 2014. Since 2017 the P&R facility has experienced significantly higher levels with the over spill car park often used and reaching its limits. There is a risk that both existing and future users could be off put from making sustainable travel choices and look at alternative options if further capacity to accommodate the continued growth of vehicles is not provided.

Recommendations

The Chief Officer (Highways & Transportation) is requested to

- i) note the contents of the report; and

- ii) approve the Concept Design to enable the scheme to progress forward to next stage of the Detailed Design and Construction to include as part of the Full Business Case (FBC).

1. Purpose of this report

- 1.1 To seek approval of the concept design for phase 3 expansion of the Elland Road Park and Ride site to allow progression to detailed design, which will form part of the scheme's Final Business Case. The construction cost totalling £6,319,071.39 has been agreed and will be included in the Full Business Case.

2. Background information

- 2.1 Park and Ride (P&R) 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.
- 2.2 The Elland Road park and ride site was established in 2014 and subsequently expanded to 800 spaces in 2017. With increasing demand for travel particularly to the centre of Leeds and continued grow in vehicles parking at Elland Road there is an identified need to build in further capacity at the existing Elland Road site.
- 2.3 To address the continuing demand it is therefore proposed to expand the site further and this report is seeking approval of the concept design which will allow work to progress to develop the detailed design for the scheme without prejudicing the wide parking requirements for the adjacent football stadium.
- 2.4 Approval to progress a scheme and seek planning consent was granted by Executive Board on 25th July 2018. Planning consent was subsequently give on 6th December 2018.

3. Main issues

- 3.1 The Elland Road P&R site is continuing to grow in popularity with average daily number of passengers exceeding the sites existing capacity of 800 vehicles. The temporary overflow car park on site is being used to meet the excess demand at the current site reaches its capacity of 800 vehicles.
- 3.2 The over flow car park ensures that user's perceptions of finding a space are not inhibited or off put potential future users from making more sustainable travel choices. It was intended as a short term measure to accommodate additional cars once the 800 site car capacity has been reached which is happening on most weekdays and means the over flow continues to be used on most days. Whilst the over-flow arrangements are effective on a temporary basis the site is not suitable for use on a permanent basis as it does not meet the required standards for long term use and its condition is deteriorating.
- 3.3 The concept design does the following:-
- Allows for an additional 550 car park spaces to fit into the plot of land east of Elland Road Park and Ride Phase 1;
 - Provides a link road between the existing Bobby Collins Way to Lowfields Road roundabout to allow access into the park and ride car park;

- Provide a bus connection road from the M621 junction 2 roundabout to Lowfields Road roundabout to provide an alternative route from junction 2 into the park and ride site. This will be controlled by bus enforcement camera and a physical bus gate to restrict the use to park and ride buses only.
 - Provide an alighting only bus layby along the bus connection road and pick up point will be at the building; and
 - Include street lighting and CCTV to enhance safety and security at the park and ride site.
- 3.4 The existing site currently has parking for 11 electric vehicles. This is more than the current demand from monitoring current usage with a maximum of 5 electric cars using the site at any one time. The proposal does not include provision for additional electric charging spaces and disabled spaces. This will be monitored and reviewed if there is a subsequent demand for them.
- 3.5 A new dedicated bus route from J2 (M621) roundabout is proposed, which will allow a significant benefit in bus priority and reliability.
- 3.6 The new bus route, after crossing Lowfields Road will enter via a bus gate to a new two-way road with associated pedestrian crossing points to the north of Leeds United Football Club stadium, which will provide a link between Lowfields Road and Bobby Collins Way. 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.
- 3.7 All proposals are shown on drawing **Ref LPTIP- MM- ERD- XXX-SK-CH-0006-P02**.
- 3.8 Discussion have been held with Leeds United Football Club to ensure that the P&R proposals are compatible with Club's development aspirations. Planning permission for phase 3 expansion was granted in December 2018 with attached conditions. Construction is programmed to start in Spring 2019 and expected to open by summer 2020.
- 3.9 The LPTIP Delivery partners were appointed in October 2018 for Bus Priority Corridors, City Centre Gateways and P&R Sites and will deliver the Detailed Design and Construction phases of this programme.

4. Corporate considerations

4.1 Consultation and engagement

- 4.1.1 Consultation has been undertaken between October and December 2018 with a number of key stakeholders on the planned proposals for Elland Road phase 3 Park and Ride expansion and no objections have been raised.
- 4.1.2 Local ward members were consulted between October and December 2018 on the concept design proposal with no objections raised.
- 4.1.3 Proposed expansion was publicised more widely through site notices, online and in local newspapers between October and December 2018 providing the general public the option to comment.
- 4.1.4 Internal service areas were consulted in February 2019 and a stage 1 road safety audit has been conducted. The results have been incorporated into the concept design. A stage 2 audit will be carried out on the detailed design for this scheme.

4.2 Equality and diversity / cohesion and integration

4.2.1 Consideration has been given to equality, diversity, cohesion and integration for Elland Road P& R as part of the wider consultation and engagement process for LPTIP. An Individual Equality Screening form has been completed for Elland Road P&R scheme and approval granted for all LPTIP schemes which includes Elland Road P&R scheme at Executive Board on 25th July 2018.

4.3 Council policies and best council plan

4.3.1 The anticipated benefits of the P&R phase 3 expansion plays an important role in the delivery of regional and local objectives, using the £183.3m to create improvements to the Leeds transport network. This 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); and
- 21st Century Infrastructure (improving transport connections, safety, reliability and affordability).

4.3.2 Elland Road (phase 3) expansion is projected to deliver the following benefits;

- Reduce emissions,
- Minimise congestions,
- Increase the use of sustainable travel modes; and
- Support access to services, facilities and employment.

4.4 Resources and value for money

4.4.1 The funding approvals requested for schemes in LPTIP are to be allocated from the Leeds Public Transport Investment Programme which currently stands at £183.3m and includes contributions from the Department for Transport (DfT) £173.5m, LCC £8.8M and West Yorkshire Combined Authority (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 DfT's conditions for funding the programme is that investment decisions on individual components of the package will be made locally in accordance with the WYCA's Project 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.

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

4.5.1 There are no specific legal implications included within this report, nor is any information contained within this report deemed to be confidential.

4.6 Risk management

4.6.1 If the Elland Road phase 3 expansion is not delivered, demand for park and ride may drop and users find alternative means to park. The scheme is needed to deliver the Leeds objectives and vision of developing an integrated, sustainable

transport system which is fundamental in supporting the ambitions of the Transport Strategy.

- 4.6.2 The Elland Road scheme expansion is part of LPTIP and serves to make progress towards 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.
- 4.6.3 The schemes will be assured through the WYCA framework set up for the West Yorkshire Transport Fund (WY+TF). Progression through this assurance process in a timely manner is necessary in order to avoid delays to the overall programme delivery.

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. Elland Road P&R expansion scheme is vital to ensure current success and popularity of users is retained and does not off put potential future users from making more sustainable travel choices. The scheme will make a contribute to the on-going growth and economic success of the city by managing traffic entering into the city centre by providing more accessible and attractive sustainable travel mode choice for users.
- 5.2 These proposals will make a 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 The Chief Officer (Highways & Transportation) is requested to
 - i) note the contents of the report; and
 - ii) approve the Concept Design to enable the scheme to progress forward to next stage of the Detailed Design and Construction to include as part of the Full Business Case (FBC).