

## Report of Director of City Development

### Report to Executive Board

Date: 26 June 2019

**Subject: Leeds Public Transport Investment Programme: A61 North bus priority corridor and A65 signals upgrade**

Are specific electoral wards affected?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, name(s) of ward(s): Chapel Allerton, Guiseley & Rawdon, Horsforth, Kirkstall, Little London & Woodhouse, Moortown	
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?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, access to information procedure rule number:	
Appendix number:	

### Summary of main issues

1. Leeds is a growing and successful city with the Best City Ambition for a Strong Economy and a Compassionate City. The proposals in this report support the priorities for sustainable Infrastructure and Health & Wellbeing by:

- improving transport connections, safety, reliability and affordability;
- Improving air quality, reducing pollution and noise; and
- supporting healthy, physically active lifestyles.

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

- move around a well-planned city easily; and
- enjoy happy, healthy, active lives.

2. In the city centre, there has been extensive development in recent years, reinforcing the city's position as a major retail and office location. The continued growth of Leeds' economy is crucial to helping achieve better economic outcomes across the region and the North. Alongside this, there is much housing growth planned in future years to contribute to national and Council housing target requirements.

3. Against this background of growth across the city, there has been a lack of investment over a number of years in Leeds' transport infrastructure and it is

evident that the development of Leeds' transport infrastructure remains a challenge. Significant investment in the transport system that promotes the development of a sustainable city is needed in the short, medium and long terms to support the level of growth recently experienced and anticipated for the future.

4. To begin to address these transport challenges, the Council is leading on major schemes as part of the £1 billion West Yorkshire Transport Fund, including the East Leeds Orbital Road and Airport Link Road. In addition, with £174 million of DfT funding, the Council is now well placed to progress the first 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.
5. The Leeds Public Transport Investment Programme (LPTIP) comprises a programme of funding of £270 million to be invested in a number of public transport schemes across Leeds. Funding for LPTIP comprises that devolved by the DfT (following the cancellation of the Leeds New Generation Transport scheme) alongside that from the Council, Combined Authority, bus operators and developers. Schemes to be delivered from this funding are required to be substantially completed by 2020/21.
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. We understand that First Bus have already introduced 105 of the latest high quality, clean buses into the fleet – including 8 hybrid electric buses for the Park and Ride sites. Similarly, 37 Arriva buses which meet the latest CAZ emission standards are operating in Leeds.
7. Projects progressed with LPTIP funding include:
  - bus priority corridors;
  - creation and improvement of the City Centre 'Gateways';
  - expansion of existing bus and rail park & ride sites and creation of new sites;
  - improvements to rail stations accessibility and creation of new stations; and
  - complementary investment in bus services and low emission vehicles.

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

8. In June 2017, Executive Board approved a total of £15.31 million to progress the programme and carry out feasibility design on the projects. Then in July 2018 approval was given to progress the park and ride sites at Elland Rd and Stourton, the bus route between Stourton and the City Centre along the A61 Wakefield Road / Low Road / Hunslet Road and the Early Interventions.

In February 2019 approval was given to advance the A647 Bus Priority Corridor as part of the programme. In April 2019 approval was given to advance the Headrow, Infirmary Street and Park Row city centre gateways and A61 North Harewood Junction.

9. The Council's work on this agenda has been monitored and reviewed by a Cross-Party Members' Group and national transport experts via the Expert Advisory

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

10. Improvements to the A61 North bus priority corridor will reduce delays for all traffic and improve bus journey reliability as demonstrated by the modelling work undertaken. Approval is being sought for the detailed design and construction of this scheme, which will:
  - Improve the bus corridor and promote a modal shift to public transport;
  - Enhance cycling as an active form of travel; and
  - Support the Council's aim to improve air quality in the city.
11. Improvements to the A65 will upgrade the traffic signal facilities, improving bus journey reliability times. Approval is being sought for the detailed design and construction of this scheme.
12. These corridor improvements will result in improved health outcomes and positive climate impacts as a result of improving air quality and reducing noise and emission levels by encouraging modal shift to bus, walking and cycling. Diversion factors have been used to calculate the modal shift to bus. Calculations show that the schemes are expected to generate over 46,000 additional bus trips across both corridors each year. This will result in taking almost 90,000 car kilometres off the road network into and out of Leeds city centre annually, with consequential beneficial impacts on emissions and road safety.

## **Recommendations**

13. Executive Board is recommended to:
  - (i) Note the progress since April 2016 in developing proposals for the relevant projects benefiting from LPTIP funding and the subsequent public consultation responses.
  - (ii) Approve the remaining expenditure of £5.5million from the existing LPTIP fund to carry out detailed design and construction of the improvements to the A61 North Bus Priority Corridor and an injection of £45,039 from S106 Developer Contributions.
  - (iii) Approve the expenditure of up to £5 million from the existing LPTIP fund to contribute to the East Leeds Orbital Road (ELOR) project which will carry out the detailed design and construction of the King Lane to Stonegate Road section of the A61N Bus Priority Corridor.
  - (iv) Approve the expenditure of up to £1 million from the existing LPTIP fund to carry out detailed design and construction of the A65 signals and an injection of £252,675.95 from S106 Developer Contributions.
  - (v) Subject to ongoing consultation with relevant Executive Members as appropriate, note that the Chief Officer for Highways and Transportation will be responsible for the implementation of the decisions outlined in this report.

## **1 Purpose of this report**

1.1 The total value of the projects comprising the LPTIP programme of funding is approximately £270 million. This report provides an update on the progress of significant schemes during 2019/20 and outlines the next steps for delivering the following under the auspices of this funding programme:

1.1.1 Implementation of improvements to the A61 North Bus Priority Corridor scheme;  
and

1.1.2 Improvements to the A65 signals.

1.2 Schemes to be delivered from this funding are required to be substantially completed by the end of 2020/21. A number of reports will therefore be presented to Executive Board over the forthcoming year to enable LPTIP funded schemes to progress accordingly.

## **2 Background Information**

2.1 Leeds' transport infrastructure represents a major challenge for the City. Years of under investment and its impact on the City's economy and quality of life means a comprehensive package of interventions are required over the next decade. Accordingly, in order to achieve our stated ambitions, the Council is leading on major schemes within the £1bn West Yorkshire Transport Fund and working in partnership with the West Yorkshire Combined Authority (WYCA) on various projects under the auspices of the £173.5 million LPTIP fund.

2.2 The LPTIP schemes are an important part of moving the City towards our Connecting Leeds Vision which looks to create:

- a world-class connected city, that allows seamless end to end public transport journeys internationally, nationally, regionally and locally;
- an ambitious city, that attracts and plans for inclusive growth;
- a smart city that embraces innovative technology to efficiently use, manage and maintain the transport network;
- a people-focused city, with well-connected neighbourhoods and a city centre that's easily accessible for everyone; and
- a healthy city, that allows more people to walk, cycle and be more active, with reduced traffic and emissions to create cleaner air.

2.3 In December 2016, Executive Board agreed the submission of a Strategic Outline Business Case (SOBC) for the LPTIP to DfT for £173.5 million for public transport. With anticipated local and private sector contributions, the total investment package is worth circa £270 million. At present, the total public funding confirmed comprises the contributions from DfT (£173.5m), LCC (£8.8m) and WYCA (£0.97m) totalling £183.3 million. This funding will begin to make a real difference in bringing the City in-line with transport infrastructure funding in other areas (particularly London) and preparing for future investment.

2.4 In June 2017, Executive Board approved up to £15.31 million from the £173.5 million to progress LPTIP funded programmes and carry out feasibility designs. This programme of improvements is being jointly developed by LCC and WYCA.

- 2.5 In July 2018, Executive Board approved the carrying out of detailed design and construction, subject to planning approvals, of a new Park and Ride site at Stourton, further expansion of the Elland Ride Park and Ride site, bus route improvements along the A61 Wakefield Road / Low Road / Hunslet Road and the early interventions on the remaining key corridors. In February 2019, approval was given by Executive Board to advance the A647 Bus Priority Corridor as part of the programme. In April 2019 approval was given to advance the Headrow, Infirmary Street and Park Row city centre gateways and A61 North Harewood Junction.
- 2.6 The Strategic Outline Business Case proposed a package of public transport improvements that, taken together, will deliver a major step change in the quality and effectiveness of our transport network. Headline proposals, include:
- a new Leeds High Frequency Bus Network – over 90% of core bus services will run every 10 minutes between 7am and 8pm;
  - development of three new rail stations for key development and economic hubs serving Leeds Bradford Airport, Thorpe Park and White Rose;
  - 2,000 additional park and ride spaces with the first new site opening at Stourton;
  - 1,000 more bus stops with real time information;
  - making three more rail stations accessible at Cross Gates, Morley and Horsforth;
  - creating 21st Century interchanges around Vicar Lane, the Headrow and Infirmary Street and improved facilities in our district centres; and
  - providing improved connectivity across areas.
- 2.7 In addition, investment by bus companies is proposed to provide new, comfortable, and more environmentally clean buses with free wi-fi and contact-less payments. The aim is to achieve an estimated reduction of up to 90% in bus related NOx emissions by 2020. We understand that First Bus have already introduced 105 of the latest high quality, clean buses into the fleet – including 8 hybrid electric buses for the Park and Ride sites. Similarly, 37 Arriva buses which meet the latest emission standards are operating in Leeds.
- 2.8 The aims and ambitions of the package of public transport programmes being progressed utilising LPTIP funding have been informed by the ongoing Transport Conversation and the schemes have been selected to deliver the following aspirations:
- move towards doubling bus patronage from 2016 levels within 10 years;
  - support economic growth by unlocking transport constraints in key growth areas and across the city;
  - align with the emerging Leeds Transport Strategy, West Yorkshire Transport and Bus Strategies, as well as the national/pan northern growth strategies including HS2 and Northern Powerhouse Rail;
  - improve health outcomes especially air quality by reducing transport emissions and making a significant contribution towards compliance with DEFRA's legal requirement of the city and make improvements to encourage people to walk and cycle in the City Centre;
  - complement the existing schemes being delivered through the WYTF such as Leeds City Centre Package and the Corridor Improvement Programme;
  - reflect the key messages from the Transport Conversation in terms of improving public transport operation and quality;

- to leverage match funding from the private sector, both public transport providers and developments / businesses which will benefit from the public investment;
- Cognisance of and adaptability for the delivery of the longer term strategy.

## 2.9 The existing city centre transport network:

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

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

## 3 Main Issues

### 3.1 A61 North Bus Priority Corridor

3.1.1 The A61 North corridor is located between Sheepscar interchange and the Grammar School at Leeds, covering both Scott Hall Road and Harrogate Road. The scope of the proposed scheme includes the section of Scott Hall Road between Buslingthorpe Lane and Street Lane, Harrogate Road between Harehills Lane and Lime Grove and the section of King Lane between Stonegate Road and the Ring Road.

3.1.2 The scheme will deliver a series of improvements to bus infrastructure, public realm, pedestrian infrastructure and cycling infrastructure.

3.1.3 The scheme comprises the following interventions:

- Changes to highway geometry;
- The introduction of new traffic signals and upgrade to existing signals to the latest 'smart' technology;
- Provision of new pedestrian and cycle crossing facilities;
- Provision of new cycle lanes; and
- Provision of new bus lanes.

3.1.4 These interventions are designed to address the following problems:

- Forecast traffic growth and changes to the Leeds road network will increase traffic on the A61N corridor;
- Existing bus reliability and journey times currently suffer due to congestion;
- There are no or poor cycle facilities along this corridor; and
- There are no or poor pedestrian crossing facilities at some points of this corridor.

3.1.5 The scheme seeks to address these issues with the following proposals:

- Widening of carriageway to accommodate a new bus lane northbound on Scott Hall Road from Buslingthorpe Lane connecting with the existing bus guideway to Potternewton Lane;
- Closing of some gaps in the central reservation on Scott Hall Road to facilitate the creation of the bus lane.
- On the southbound side of Scott Hall Road between Potternewton Lane and Buslingthorpe Lane, alteration to the current parking and reduction in carriageway widths to enable the delineation of a cycleway.
- Creation of a new Traffic Restriction Order to restrict on carriageway parking on both sides of the carriageway north and southbound on Scott Hall Road between Potternewton Lane and Street Lane;
- Alteration to road layout on Harrogate Road between Harehills Lane and Lime Grove to accommodate a new southbound bus lane and northbound cycle lane, including the relocation of bus stops and changes to existing parking bays;
- Changes to traffic signal layout at the junction of Harehills Lane and Harrogate Road to accommodate a new bus lane and bus gate, including banning the right turn from Harrogate Road southbound onto Potternewton Lane;
- Widening of carriageway on King Lane between Stonegate Road and the Ring Road to accommodate new bus lanes both north and southbound, the relocation of bus stops, and widening of pavement to accommodate cyclists and pedestrians, (to be carried out by the ELOR scheme).
- Conversion of the existing roundabout at the junction of Stonegate Road and King Lane to a signalised crossroads, with restrictions on some turning movements and improvements to pedestrian and cycle crossing facilities, (to be carried out by the ELOR scheme).

3.1.6 The cost of the scheme at Outline Business Case was £16 million, including all the early interventions and was submitted to the Combined Authority in December 2018. The OBC assumed that LPTIP would fund the King Lane section and Stonegate Road junction but detailed design and delivery would be completed by the ELOR scheme. Costs of £5m were included in the OBC.

3.1.7 After further public consultation, some elements of the scheme have been removed from the draft Full Business Case. The expected total cost is now £14.1 million including up to £5 million for the King Lane section and Stonegate Road junction and already have authority to spend for £3.599m for the Harewood junction (April 2019 Executive Board) and Moortown corner early interventions (July 2018 Executive Board). The remaining authority to spend approval is therefore for £5.5million.

3.1.8 It has now been agreed at the LPTIP Bus Infrastructure Package Board and ELOR Board that the full King Lane scheme will be included in the ELOR Full Business Case and the LPTIP scheme will provide a contribution to the ELOR scheme of up to £5 million.

3.1.9 The ELOR team submitted a Full Business Case on 11 June which includes the new road element and the King Lane proposals set out above.

## **3.2 A65 signals upgrade**

- 3.2.1 The A65 runs north-west from Leeds in Yorkshire via Kirkstall, Horsforth, Yeadon, Guiseley, Ilkley and Skipton with the Leeds section of the A65 ending at Menston. The proposed scheme includes upgrades to the signal control strategy, as well as some asset, at traffic signal junctions along the inner section of corridor between Kirkstall Lane and the City Centre. The scope of the scheme includes upgrades to junctions on links with the adjacent A647 and A660 LPTIP corridors as well as the main A65 corridor. The upgrade to control strategy will enable the introduction of adaptive control in order to provide reductions in delays for all traffic but to buses in particular.
- 3.2.2 The scheme is an extension of an existing National Productivity Investment Fund (NPIF) scheme which covered an area that stretched, approximately, from Guiseley through to Armley Gyratory and proposed the upgrade of a combination of 55 junctions and pedestrian crossings to the adaptive SCOOT traffic signal control strategy.
- 3.2.3 The NPIF A65 SCOOT scheme has since been developed to include the facility to operate MOVA control at each site that is being upgraded to run SCOOT. There are two reasons for the addition of the MOVA control strategy. Firstly, at sites that are, in effect, isolated (i.e. not close to any other signal controlled junction) the benefit of the coordination provided by SCOOT is not required. In this case, MOVA can provide greater responsiveness and, in some cases, further reduce delay. Secondly, during off-peak hours, MOVA's greater responsiveness is beneficial for NMUs and contributes to achieving the LCC Best Council Plan objective of Inclusive Growth.
- 3.2.4 The original budget for the NPIF funded scheme was match-funded by LTP. However, the match-funded element has been utilised for urgent asset renewal schemes across the wider network. As a consequence, the NPIF funded element of the scheme now covers a smaller number of traffic signal controlled sites in the A65 study area, and there is a funding gap to complete the Inner Section of the original scheme.
- 3.2.5 The OBC submission to the Combined Authority is planned for June, based on scheme costs as per roll-out of existing NPIF scheme on other sections of the A65. The cost of the scheme is £1.209 million which is based on the 'as-built' rates of the NPIF scheme to far and an allowance for risk and inflation. The indicative scheme BCR is approximately £2.5m based on estimates for the original NPIF scheme.
- 3.2.6 As the scheme is an extension to the original NPIF scheme there is no design or planning requirement. Consultation was undertaken for the NPIF scheme and included a workshop with all affected ward members.
- 3.2.7 The scheme represents a very good deliverable, good value for money scheme that will support the LPTIP objectives and will complement existing schemes in the LPTIP programme.

## **3.3 LPTIP S106 contributions**

- 3.3.1 There are two different types of S106 Developer Contributions which are to be utilised for these proposals, Public Transport specific and General Highways.

## Public Transport S106 Contributions

- 3.3.2 Development funds specific to public transport measures have been collected under Section 106 as follows. From 1998 to 2006 developer contributions were secured using SPG5 'Guidelines for Assessing Developer Contributions to Leeds Supertram', from proposals within 800m of a proposed tram stop towards the Leeds Supertram scheme. At the time of withdrawal of funding for Supertram and effective cancellation, a report went to DMT Technical Board on 11 November 2005 recommending that SPG5 monies collected or due in the future would be held and safeguarded for the 'Bus Rapid Transit' alternative or related 'Plan B' schemes
- 3.3.3 Since 2007 developer contributions towards public transport have been secured via the 'Public Transport Improvements and Developer Contributions' SPD, however following the introduction of the Community Infrastructure Levy on the 12th November 2014, the number of contributions secured has reduced.
- 3.3.4 Paragraph 2.3.1 of the SPD sets out that contributions will be used to 'help finance and deliver the programme of public transport improvements and enhancements for Leeds identified in the Leeds City Region Transport Vision, the Local Transport Plan, and the emerging documents of the LDF. The A61 North and A65 signals all aim to smooth traffic and reduce interruption to bus services, improving journey time, reliability and passenger comfort, and thus meeting the criteria for schemes listed within the SPD.
- 3.3.5 A summary of the proposed contributions are summarised in the Table below. It is proposed to utilise these contributions for the proposals outlined in this report. Legal Services have been consulted on the proposals to allocate S106 funding towards LPTIP schemes and have raised no issues.

Summary of Public Transport S106 Contributions	
<b>Scheme</b>	<b>Contribution</b>
A61 North corridor	£45,039.00
A65 signals	£252,675.95
<b>Total</b>	<b>£295,714.95</b>

## **3.4 Next Steps**

- 3.4.1 The preliminary designs of each of the above elements will be reviewed in light of the feedback of the consultation and engagement. Approval of the preliminary designs will be sought from Highways and Transportation Board, chaired by the Chief Officer for Highways and Transportation. However, if there are significant changes to the preliminary designs, these will be bought back to Executive Board for consideration.
- 3.4.2 It is anticipated that construction of the A61 North corridor improvements scheme will start in January 2020, and will be completed by March 2021.
- 3.4.3 It is anticipated that upgrades to the existing A65 signals will start in summer 2020 and will be completed by March 2021.

## **4 Corporate Considerations**

### **4.1 Consultation and Engagement**

- 4.1.1 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.
- 4.1.2 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.
- 4.1.3 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 The first phase (1a) of the public consultation was undertaken in February and March 2018 covering three bus corridors: Bradford to Leeds, Alwoodley to Leeds and Oakwood & Roundhay to Leeds. Over 1,600 contributions were made via Connecting Leeds.
- 4.1.5 A comprehensive programme of engagement was delivered which can be summarised as:
- online consultation portal (Commonplace) with full details of the proposals;
  - 13 public drop in events and exhibitions
  - presentations to stakeholders
  - outreach through attending several community groups and with Seldom heard groups;
  - printed literature with some 30,000 leaflets and flyers distributed (across all corridors);
  - social Media campaign;
  - community outreach;
  - promotion via real time displays in bus stops and on street; and
  - Promotion through partner networks, advertising strategy and press coverage.
- 4.1.6 The consultation attracted a total of 6108 visits to the online materials with contributions made. In total over 50% of the contributors indicated they were either supportive of the proposals or felt neutral towards them.
- 4.1.7 The promotional events were well received with high footfall at the majority and good interaction and engagement from members of the public.

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

### **A61 North Consultation**

4.1.9 Prior to any public engagement on the principles of transforming the Alwoodley to Leeds route, WSP and LCC officers met with representatives from each of the bus operators to discuss key issues and opportunities. Briefing sessions were offered to Ward members, the Executive Member for Highways and Transportation and the Leader of LCC. Ward member briefings were not taken up and no comments were received. As the schemes reach feasibility or preliminary design stages meetings were held with directly affected landowners.

4.1.10 The second phase of consultation and engagement on the A61 North Alwoodley to Leeds ran from 11<sup>th</sup> February to the 17<sup>th</sup> March 2019. It asked respondents their opinions, section by section regarding proposals within each section. People were able to comment in a number of different ways including online via Commonplace, email/letter, and at public engagement events.

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

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

4.1.12 The total number of visitors to the Commonplace website was 7017 with up to 850 responses from 460 participants. There were more than 610 free text comments received with 1073 agreements. 6 public events were undertaken with a total of around 300 people attending. Overall sentiment responses from across the whole scheme showed 57% felt positive or slightly positive with 12% neutral.

### **4.1.13 Scott Hall Road between Street Lane and Potternewton Lane**

In total, 94 responses were received. Options were on four proposals of the section:

- The introduction of parking restrictions
- The introduction to new pedestrian crossings
- Upgrading the traffic signals to use 'smart technology';
- The retention of the bus guideways.

In general, respondents felt very positive towards the proposal (81% positive) stating that bus journey quality and cycle provision will be enhanced. A key trend across the comments made was a concern that the parking restrictions did not go far enough and further restrictions should be made across the whole of Scott Hall Road.

**4.1.14 Scott hall Road between Potternewton Lane and Buslingthorpe Avenue** – A total of 69 responses received. Respondents were given option to provide their opinion on five proposals:

- The introduction of an outbound bus and cycle lane
- The introduction of new pedestrian crossings
- Changes to the U-turn facilities
- The introduction of a city bound cycle lane; and
- The removal of right-turn facilities.

Overall, respondents felt positive (61%) towards the proposals. Many stated that they felt the proposals would improve bus journey time and reliability and enhance cyclist provision. Some also felt that more segregation was required for cyclists and sharing a lane with buses was dangerous. Others felt that the proposals needed to create greater benefits and the journey time savings estimated for buses were inadequate.

**4.1.15 Harrogate Road between Methley Drive and Garmont Road** – A total of 81 responses received on seven proposals:

- The introduction of a city bound bus lane
- The introduction of new pedestrian crossings
- Changes to the U-turn facilities
- The removal of a bus stop
- The introduction of an outbound bus lane
- The introduction of a banned right-turn; and
- The relining of Harehills junction

In general, responses (64%) have been positive, with many comments supporting the scheme and feeling as though buses will become more reliable and cycle provision will be improved as a result.

There was concern over the right-turn ban at Potternewton lane, with a perceived concern that 'rat-running' would increase down roads such as Blake Grove, King George Terrace, and the Methleys as a result. Others felt that cyclists should not be sharing a lane with buses and further segregation was required.

**4.1.16** It is envisaged that during the development of detailed design work by the Delivery Partner (BAM Nuttall), engagement with stakeholder groups will continue. As more detail is available more specific discussions will be had with representatives of the emergency services and new Ward Members.

**4.1.17 King Lane and Stonegate Road junction**

In total, 156 responses were received providing feedback about the King Lane and Stonegate Road section. Respondents were given the option to provide their opinion on five proposals of the scheme:

- Introduction of bus lanes along King Lane;
- Introduction of cycle tracks along King lane;
- Introduction of crossing facilities
- Introduction of turning restrictions; and
- Removal of Stonegate Roundabout

## Key findings

- 55% of respondents felt positive or slightly positive toward the section overall, 33% felt negative or slightly negative, and 13% felt neutral.
- 73 respondents felt that the proposal would ease congestion in the area
- 69 respondents agreed that the proposals will be better for buses
- 63 respondents also felt that the proposals would make area safer

In general, the additional comments made by the respondents were positive. Respondents felt that the proposals would improve the safety for vulnerable commuters such as pedestrians and cyclists and improve the flows of traffic within the area.

Several respondents were concerned over the restrictions to right turns from Stonegate Road onto King Lane, as diverting traffic onto Garth Road and Carr Manor Drive would disadvantage the local community and residents.

## **A65 bus corridor**

- 4.1.18 The scheme is an extension of an existing NPIF scheme which has previously been considered and consulted on. Consultation was undertaken for the NPIF scheme and included a workshop with all affected ward members. An additional workshop is planned to update ward members on the NPIF scheme progress and provide further detail on the LPTIP funded section.
- 4.1.19 The first phase of the NPIF scheme is now monitoring journey time savings and the team should be in a position to provide comparison data for relevant sections of the A65. This work will also be undertaken for the A65 LPTIP funded section.

## **4.2 Equality and Diversity / Cohesion and Integration**

- 4.2.1 The LPTIP-funded programmes were developed from the Leeds Transport Conversation and extensive engagement with a wide range of groups such as Voluntary Action Leeds, Child Friendly Leeds, BME Hub, Disability Hub, LGBT Hub, Leeds Society for the Deaf and Blind, Physical and Sensory Impairment (PSI) Network, Womens' Live Leeds, Elderly Action groups and various groups representing accessibility and usability.
- 4.2.2 Leeds Involving People (LIP) are a key partner in ensuring that seldom heard groups are involved in shaping a transport strategy for Leeds that is inclusive and meets the needs of individuals, communities and the city. Through their involvement we have undertaken multiple Seldom Heard Group workshops throughout 2018 as part of the overall LPTIP proposals. This will continue forward in 2019.
- 4.2.3 From previous engagement and consultation, it is evident that transport has the potential to have a differential impact on equality groups with particular regard to gender, disability, race, age, younger and older people. Equality screening has taken place with key stakeholders, prior to consultation and engagement, to ensure actions are taken to highlight the positive impacts and reduce the negative impacts.

4.2.4 An Equality, Diversity, Cohesion and Integration screening has been completed for the A61 North bus priority scheme. The screening found that there were no issues of concern. This is included in Appendix A.

4.2.5 An Equality, Diversity, Cohesion and Integration screening has been completed for the A65 corridor scheme. The screening found that there were no issues of concern. This is included in Appendix B.

### **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 contribution our vision for Leeds to be the best city in the UK and the following Best Council Plan 2019/20 to 2020/21 priorities:

- Inclusive growth (Supporting growth and investment, helping everyone benefit from the economy to their full potential);
- Sustainable infrastructure (Improving transport connections, safety, reliability and affordability; Improving air quality, reducing pollution and noise); and
- Child-friendly city (Enhancing the city now and for future generations).

4.3.2 The LPTIP funded projects will also contribute to the objectives of the Inclusive Growth Strategy, Local Development Framework, Leeds Core Strategy, Local Transport Plan 3, emerging WYCA Transport Strategy and Strategic Economic Plan.

#### **Climate Emergency**

4.3.3 By improving bus journey times and reliability, and improving facilities for cyclists, the A65 and A61 North bus corridor improvements are anticipated to encourage modal shift from private car to bus and cycling. This is expected to result in a reduction in greenhouse gas emissions. The anticipated reduction in car usage will also have a beneficial impact on air quality. Transport modelling undertaken in support of the OBCs supports that the schemes will take cars off the road and therefore have a positive effect on greenhouse gas emissions. This is valued in the OBCs using Marginal External Costs.

4.3.4 The LPTIP schemes will have both losses and gains in vegetation, although overall are expected to have a small net gain in terms of trees. The effect of vegetation change on greenhouse gas emissions however, is likely negligible in the context of the expected traffic changes.

4.3.5 There will be some unavoidable negative effects during construction, such as embedded carbon involved with materials, construction traffic etc. Leeds City Council will work with BAM to explore opportunities to reduce carbon emissions and will advise on this and the details of any measures they take to minimise carbon emissions, including effectively managing waste and transporting plant and goods through recycling of materials.

4.3.6 If the programme is not implemented, the city will not have a viable alternative to car usage, limiting the ability of the city to reduce carbon emissions in the future.

#### 4.4 Resources and Value for Money

4.4.1 The funding approvals requested in this report are to be allocated from LPTIP which currently stands at £183.3m, comprising contributions from the DfT (£173.5m), LCC (£8.8m) and WYCA (£0.97m), Further funding approvals will be required from the Combined Authority for spend from the DfT and WYCA funding.

4.4.2 One of the conditions in the letter from the DfT is that investment decisions on individual components of the package will be made locally in accordance with the WYCA Assurance Framework previously agreed with the government. A parallel authorisation is currently being progressed through this assurance process with WYCA to release the expenditure requested in this report.

#### 4.4.3 Capital Funding and Cashflow

Previous Authority to spend to date	TOTAL £000's	TO MARCH 2019 £000's	FORECAST		
			2019/20 £000's	2020/21 £000's	2021 & on £000's
LAND (1)	1620.1	1620.1			
CONSTRUCTION (3)	84500.9	2267.2	40063.7	42170.0	
FURN & EQPT (5)	0.0				
DESIGN FEES	7039.0	5670.0	1369.0		
OTHER Costs	6060.9	460.9	0.0	5600.0	
<b>TOTALS</b>	<b>99220.9</b>	<b>10018.2</b>	<b>41432.7</b>	<b>47770.0</b>	<b>0.0</b>
Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2019 £000's	FORECAST		
			2019/20 £000's	2020/21 £000's	2021 & on £000's
CONSTRUCTION (3)	6248.3		3000.0	3248.3	
OTHER	5000.0		2000.0	3000.0	
<b>TOTALS</b>	<b>11248.3</b>	<b>0.0</b>	<b>5000.0</b>	<b>6248.3</b>	<b>0.0</b>
Total overall Funding LCC Capital Programme	TOTAL £000's	TO MARCH 2019 £000's	FORECAST		
			2019/20 £000's	2020/21 £000's	2021 & on £000's
LCC Supported Borrowing	8932.2	189.6		0.0	8742.6
Section 106/278	543.7		0.0	543.7	
Government Grant DFT	118000.0	9828.6	46432.7	61738.7	
WY+TF	5600.0			5600.0	
European Grant ERDF	2867.5		0.0	2867.5	
<b>Total Confirmed Funding</b>	<b>135943.4</b>	<b>10018.2</b>	<b>46432.7</b>	<b>70749.9</b>	<b>8742.6</b>
<b>Total Funding Balance</b>	<b>25,474</b>	<b>0</b>	<b>0</b>	<b>16,732</b>	<b>8742.6</b>

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

4.4.5 All revenue implications with regard to lifecycle maintenance costs will be met from existing Highways revenue budgets. Any additional revenue implications with regard to the programme will be addressed in future reports to Executive Board.

#### **4.5 Legal Implications, Access to Information, and Call-In**

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

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

4.5.3 There are no specific legal implications arising from this report.

#### **4.6 Risk Management**

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

4.6.2 As previously stated, schemes to be delivered from the LPTIP funding are required to be substantially completed by 2020/21. Given these timescales, flexibility will be required in terms of adjusting the programmes to meet cost, programme and deliverability changes.

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

4.6.4 A Programme Board has been established to manage delivery of the Programme with Package Boards responsible for each project. Risks are actively managed through these Boards with due regard given to risk management through project governance. In addition, these Boards have extensive and varied expertise in acting in the assimilation and delivery of such projects

4.6.5 The decisions in this report are part of the mitigation measures in addressing the corporate risk 'failure to adequately maintain and manage the current transport infrastructure to keep the city moving'.

### **5 Conclusions**

5.1 Leeds is a successful city and its economy continues to grow. Improving the existing transport network is an important enabler helping Leeds be a prosperous, liveable and healthy city. Accordingly the £173.5m funding allocated from DfT, added to local funding, creates an opportunity to deliver £270m of improvements to public transport in Leeds in the short to medium term. These will include a transformation of the bus network, plans for new rail stations at key employment growth locations, creation of high-quality city centre gateways, and establishing a strong basis for progression of longer-term plans envisaged within the Leeds Transport Strategy.

5.2 The proposals described in this report mark important first steps in implementing several programmes benefitting from LPTIP funding and will make a significant

contribution to the quality of life of people living, working and visiting the city, contributing to its on-going growth and economic success.

## **6 Recommendations**

### **6.1 Executive Board is recommended to:**

- (i) Note the progress since April 2016 in developing proposals for the relevant projects benefiting from LPTIP funding and the subsequent public consultation responses.
- (ii) Approve the remaining expenditure of £5.5 million from the existing LPTIP fund to carry out detailed design and construction of the improvements to the A61 North Bus Priority Corridor and an injection of £45,039 from S106 Developer Contributions.
- (iii) Approve the expenditure of up to £5 million from the existing LPTIP fund to contribute to the East Leeds Orbital Road (ELOR) project which will carry out the detailed design and construction of the King Lane to Stonegate Road section of the A61N Bus Priority Corridor.
- (iv) Approve the expenditure of up to £1 million from the existing LPTIP fund to carry out detailed design and construction of the A65 signals and an injection of £252,675.95 from S106 Developer Contributions.
- (v) Subject to ongoing consultation with relevant Executive Members as appropriate, note that the Chief Officer for Highways and Transportation will be responsible for the implementation of the decisions outlined in this report.

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

### **7.1 None.**

## **8 Appendices**

- 8.1 Appendix A – Equality, Diversity, Cohesion and Integration Screening for A61 North Corridor scheme.
- 8.2 Appendix B - Equality, Diversity, Cohesion and Integration Screening for A65 Improvements scheme.

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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.