

Report to: Chief Officer, Highways & Transportation

Date: 2 July 2019

Subject: Leeds Public Transport Investment Programme (LPTIP); A61(S) Bus Corridor Improvements (Meadow Lane to Stourton M621 J7)

Are specific electoral wards affected? If yes, name(s) of ward(s): Hunslet & Riverside	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Has consultation been carried out?	<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
Will the decision be open 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: 9.2 (a) - information given to the Council by a Government Department on terms which forbid its public disclosure. Appendix number: Appendix B – Land Requirements	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Summary

1. 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:
 - i. Improving transport connections, safety, reliability and affordability;
 - ii. Improving air quality, reducing noise and emissions;
 - iii. Supporting healthy, physically active lifestyles.

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

- iv. Move around a well-planned city easily;
 - v. Enjoy happy, healthy, active lives.
- 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:

- i. Bus Priority Corridors;
 - ii. City Centre Gateways;
 - iii. New sites and expansion of existing bus and rail park & ride sites;
 - iv. Rail Stations Accessibility and New Stations;
 - v. Complementary investment in bus services and low emission vehicles.
- 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.
 - 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 city's inclusive growth, particularly in the South Bank.
 - 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.
 - In July 2018 Executive Board approved a total of £11.98m 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.

2. Best Council Plan Implications (click [here](#) for the latest version of the Best Council Plan)

- 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.
- Bus Priority Corridor improvements across the city which incorporate enhanced cycling and pedestrian features 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.

3. Resource Implications

- In July 2018 Executive Board approved 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 Park and Ride site into the city centre along Wakefield Road / Low Road / Hunslet Road.

- In May 2018 the Chief Officer Highways and Transportation gave authority for a tender to be issued for the procurement of two LPTIP Delivery Partners to develop the detailed designs and construct the works. A tender process was undertaken and in August 2018, Contracts were awarded and a Delivery Partner for Contract 1 - Bus Corridors and Bus Park and Ride Sites was appointed.

4 Recommendations

4.1 The Chief Officer, Highways & Transportation is requested to:

- i) Note the Executive Board approval on 25th July 2018 for 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;
- ii) Approve the preliminary design and commencement of detail design of the proposed Bus Priority measures and cycling improvements on the route from the M621 J7 (Stourton) roundabout to Meadow Lane via Wakefield Road, Thwaitegate, Low Road, Hunslet Road/Lane & Great Wilson Street – as set out in the Drawings contained within Appendix D;
- iii) Approve the expenditure and injection of £205,776 funded from S106 Developer Contributions to be used towards detailed design and construction of the Wakefield to Leeds A61S Bus Priority Corridor.

1. Purpose of this report

1.1 To seek approval for the preliminary design and commencement of detail design of the Bus Priority measures and cycling improvements on the route from the M621 J7 to Meadow Lane, along Wakefield Road / Low Road / Hunslet Road.

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 Local bus companies are investing in the provision of 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. West Yorkshire Combined Authority and First Bus have been successful in a bid to fund a fleet of five ultra-low emission electric buses to serve the Stourton Park and Ride and two rapid charge points for Leeds Bus Station.
- 2.5 The aims and ambitions of the package of Leeds 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; and
 - Cognisance of and adaptability for the delivery of the longer term strategy.
- 2.6 In July 2018 Executive Board approved 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 Park and Ride site into the city centre along Wakefield Road / Low Road / Hunslet Road.

3. Main issues

- 3.1 An essential component of the LPTIP 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.
- 3.2 The A61S bus corridor improvement works, from M621 J7 to Meadow Lane will include the following:
- A dedicated bus lane from the Thwaite Gate area both into and out of the city centre, to provide the high quality bus provision and will improve bus journey times for all buses on this route including the new service from Stourton Park and Ride;
 - Provision of a fully segregated cycle track from the Thwaite Gate area both in and outbound, to provide a safe and high quality cycle route along Low Road;
 - Major junction improvement at the Thwaite Gate/Wakefield Road/Pontefract Lane junction, to improve junction capacity, NMU facilities, and bus journey times;
 - Improvements to all junctions along the Low Road route, by means of minor realignments and improvement of the traffic signal equipment to improve junction capacity, improve journey times, reduce congestion and enhance operational flexibility;
 - 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;
 - The widening of Low Road between the Church Street and Sussex Avenue junctions including the acquisition of third party land to enable the provision of the bus and cycle lanes;
 - The introduction of soft landscaping, planting and trees along various sections of the corridor to improve overall visual appearance of the Low Road route, especially to improve the attractiveness of walking and cycling as well as enhance visitors' journey experience and perception of Leeds especially for those on the Park and Ride services; and
 - Improved pedestrian and cycle links from the local communities onto the corridor;
 - Traffic Regulation Orders, including movement orders to enforce the bus and cycle lanes and associated waiting and loading restrictions along the whole route and affected side roads. A request for the City Solicitor to advertise,

make, seal and implement the TRO's will form a separate Highways Board Report.

- 3.3 The bus lane improvements will 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.
- 3.4 The new Park and Ride bus service for Stourton, using the A61 bus corridor, will be procured by WYCA. This procurement process commences in August 2019. WYCA have already been successful in a bid to fund a fleet of five ultra-low emission electric buses to serve the Stourton Park and Ride.
- 3.5 All improvements fit 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 Best Council Plan priorities on 'Low carbon' and 'Transport and infrastructure.
- 3.6 Junction 7 of the M621 is to be upgraded, partly by Highways England and partly in connection with the Stourton P&R scheme. Appropriate signing will be installed on the strategic network.
- 3.7 The initial period of public engagement for the A61(S) 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 40% of respondents thought that the proposed changes would improve the journeys they make in the area, 30% of respondents though the changes would not improve their journey and the other 30% were unsure. Of the 30% of respondents who felt their journey would not be improved, the reasons given were lack of benefit for Middleton residents and existing congestion in the areas that lead to the A61(S).
- 3.8 Further information events have been held in June/July along the Hunslet Road corridor and a joint Stourton park and ride / A61(S) Bus Corridor Improvements consultation was held on the 12th July locally. Feedback from these events will be considered for the detailed design stage.
- 3.9 Improvements to the Thwaite Gate (Wakefield Rd/Pontefract Rd) junction require land from LCC Asset Management that was, until recently (31st May 2019) leased out to a third party organisation for car parking. A Site Compound will be setup on part of this land for the duration of the works and the Thwaite Gate junction is to be reconstructed in this location. LCC Asset Management have been consulted on these proposals and in turn carried out lease discussions with the third party. At present there are no formal arrangements in place for LCC to resurrect this lease following completion of the roadworks, however it is understood that the third party may be interested in doing so.
- 3.10 Widening of a section of Low Road, to both sides, previously required land from several third party land owners and Low Road Primary School. The Council's Asset Management department entered into negotiations with the private land owners but no agreement could be reached on land costs without the need for progressing with a Compulsory Purchase Order. The proposed layout has therefore been amended to avoid the aforementioned land take to the north of Low Road, by narrowing footpaths locally to 1.5m (from 1.8m, typically provided throughout the scheme). This has also resulted in more land take from the school, which had prior approval from the Headmaster. See APPENDIX B for the land acquisition drawing. A Technical Note, identifying the proposed amendments has been produced by the

LPTIP Delivery Partner and is available for inspection from the Report Author. With regards to Low Road Primary School, the Children's & Families Asset Management Board (CFAMB) agreed the previous land transfer. Another report, for the increased land take, will be taken to the next CFAMB Meeting, in August 2019. This report will also identify a small section of Housing land that has Chief Officer (Housing) Approval for change of use to school land (See Appendix B). The net loss of school land is below 250m² and therefore the Council can use the Secretary of State General Consent to change the use of school land, where the Council simply notifies the Education Funding Agency of the disposal/appropriation. The scheme proposals remove some trees and affect an earth bund within the school grounds. The Headmaster has expressed a preference to completely remove the earth bund on health (a litter trap) and practicality (unusable space) grounds. There are no planning restrictions relating to the removal of the bund. In mitigation, the new boundary fence treatment will include close boarded fence panels with noise reducing properties to maintain privacy and reduce noise from the adjacent highway. Landscaping measures will also be provided within the school grounds to compliment the boundary fence treatment and mitigate against the loss of trees in that area.

- 3.11 Widening further along Low Road also requires some land from third party land owners. The Council's Asset Management department has also entered into negotiations with these land owners. There is still a medium level risk that this land cannot be acquired. In this case, a substantial section of cycleway would not be deliverable and narrow footpaths would be required. See APPENDIX B for land acquisition drawings.
- 3.12 The £11.98m costs of the improvements along Wakefield Rd, Low Rd and Hunslet Road including improvements to the Junction 7 roundabout and associated highway works, identified in the Executive Board approval on 25th July 2018, includes detailed design and construction, client management and communication and engagement.
- 3.13 Approvals will also be sought later for the implementation of any TROs required to support the aims and objectives of the proposals. TRO's will be developed during the Detailed Design phase.
- 3.14 Construction of the scheme is programmed to start in Autumn 2019 and be completed within the 2020/21 financial year.

Public Transport S106 Contributions

- 3.15 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 (these Plan B schemes were not elaborated on in the report).
- 3.16 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.

- 3.17 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 A61S Bus Priority Corridor aims 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.
- 3.18 There are £205,776 S106 contributions allocated for public transport improvements along the A61S Wakefield to Leeds corridor (See Table 1 – Section 4.4.3). 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 are content with the proposals.

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 14th 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 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 The first LPTIP consultation was carried out for Stourton Park and Ride which also included the A61(S) 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 concerns raised relating to lack of benefit for Middleton residents and existing congestion in the areas that lead to the A61(S). Although there was positive reaction from the online survey indicating that 40% of respondents would thought that the proposed changes would improve the journeys they make in the area, 30% of respondents though the changes would not improve their journey and the other 30% were unsure. It is important to note that the results are from a total of 21 respondents to the specific A61(S) Stakeholder engagement survey.
- 4.1.6 The second phase of the consultation (Phase 1B) was launched on the 20th June, lasting until 27th July and covered:
- 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);
- 4.1.7 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 (21st June), with bus operators, stakeholders and hard to reach group workshops.
- 4.1.8 Local ward members have been consulted and are in support of the bus corridor proposals.
- 4.1.9 Local bus operators (Arriva and First Bus) were consulted and are in support of the bus corridor proposals.
- 4.1.10 A Stage 1 Road Safety Audit was carried out by Road Safety Initiatives and the Road Safety Audit Team was accompanied by a LCC Highways representative, who contributed to the audit. The Road Safety Audit Team had a meeting and then visited the site together on Tuesday 6th November 2018. During the site visit, traffic flows were moderate with pedestrians and cyclists observed throughout the length of the scheme. Items identified within the Stage 1 Road Safety Audit are not believed to have a detrimental impact on the A61S corridor project and can be addressed during the detailed design stage. A Designers response to the Road Safety Audit has been produced and returned to the RSA Team for approval. A Stage 2 Road Safety Audit will be carried out following the detailed design.

4.1.11 LCC Highways Officers were consulted on the Preliminary Design proposals on 31st August 2018. This resulted in various comments and a protracted phase of design changes which are referenced in a Design Change Log (Appendix C). This consultation process culminated in the agreed Preliminary Design proposals shown on the General Arrangement drawings accompanying this report (contained within Appendix D).

4.1.12 Further LCC internal consultation involving Transport Policy, Regeneration, Planning and Highways Development has also taken place, in connection with a potential development plot on the north side of Hunslet Road between Crown Point Road and Black Bull Street. This has resulted in an alternative proposal involving outbound bus stops between Crown Point Road and Sayner Road, as detailed in the Design Amendment Note contained within Appendix E. This Note refers to two options between Crown Point Road and Black Bull Street. Option 1 was recommended and this Design Amendment (dated 27/02/2019) now forms part of the Preliminary Design proposals. The appropriate sketches included in the Design Note have been included within Appendix D, alongside the Preliminary Design General Arrangement drawings. This Report is seeking approval to proceed with the resultant Preliminary Design drawings/sketches, all contained within Appendix D.

4.1.13 The scheme proposals fit in with wider City Development aspirations.

4.2 Equality and diversity / cohesion and integration

4.2.1 An Equality, Diversity, Cohesion and Integration Screening has been carried out on the proposals (Appendix A) and has determined there is no adverse impact and that an impact assessment is not required for the approvals requested.

4.3 Council policies and the Best Council Plan

4.3.1 The anticipated benefits of using the £183.3m (LPTIP total public funding) 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 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)
- Child-friendly city (Enhancing the city now and for future generations)

4.3.2 This project (along with other LPTIP-funded projects) 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.

Climate Emergency

4.3.3 By improving bus journey times and reliability, and improving facilities for cyclists, the A61 South 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 scheme 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 the LPTIP Delivery Partner 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, procurement and value for money

- 4.4.1 The funding provisions referenced 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. The Outline Business Case was approved by WYCA Combined Authority Board on 13 December 2018. The Full Business Case is currently programmed to be submitted to WYCA at the end of June 2019.
- 4.4.3 **Capital Funding and Cashflow** – The Table below identifies the Public Transport S106 Contributions referenced in Sections 3.14 – 3.17 above.

Table 1: Public Transport S106 Contributions - LPTIP Corridor Proposals

<u>Planning Application Number</u>	<u>Address</u>	<u>Total Available</u>	<u>S106 Wording</u>	<u>Allocated towards</u>
11/00441/FU	Royal Mail Stourton	£26,551.00	PTIC means the sum of £26,551...relating to public transport or other environmental improvements within the vicinity of the Development or elsewhere within the administrative area of the Council required as a consequence of the Development as the Council may decide.	A61S
08/03227/RM	Yarn Street, Hunslet	£122,281.85	Public Transport Infrastructure Contribution relating to public transport or other environmental improvements in accordance with PPS13 and policies GP7 and T2 of the UDP within the vicinity of the Development or elsewhere within the administrative area of	A61S

			the Council required as a consequence of the Development as the Council may in its absolute discretion may decide having first provided details to the Owner and having received from the Owner approval in writing.	
13/04073/FU	City South Retail Park, Tulip Street	£14,211.00	In accordance with the <i>Public Transport Improvements and Developers Contributions SPD</i> and consistent with the Council's approach on recent similar out-of-centre gym proposals.	A61S
07/05930/FU	Navigation Park, Leeds	£35,214.72	Secured by the follow planning condition: <i>'The development shall not be commenced until details for the provision of public transport/transportation improvements, including timescale(s) for implementation, have been submitted to and approved in writing by the Local Planning Authority. The public transport/transportation improvements shall thereafter be implemented in accordance with the approved timescales and details. To ensure that public transport/transportation measures are provided to meet the needs of the development and to ensure that the development does not create new transport and/or highway problems or exacerbate existing ones in accordance with transport policy as set out in the Leeds Unitary Development Plan'</i>	A61S
11/04293	Alf Print Works, Hunslet Road, Leeds	£7,517.80	Public transport investment contribution towards public transport or other environmental improvements in accordance with the Public Transport SPD within the vicinity of the Development or elsewhere within the administrative area of the Council as the Council in its absolute discretion may decide provided always that the need for such Public Transport or environmental improvements directly arises from the Development.	A61S
Total Amount		£205,776.37		

4.4.4 A Delivery Partner has been appointed to design and construct the project. LCC staff resources are required in a support role e.g. Project Management and Technical Approval.

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

4.5.1 This report is not eligible for call-in. This is not a key decision, as this was approved at Executive Board on 25th July 2018.

4.5.2 Appendix B contains confidential information, given to the Council by a Government Department on terms which forbid its public disclosure. The names of third party landowners, obtained from HM Land Registry are displayed on the Land Requirements drawings.

4.5.3 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.
- 4.6.4 Negotiations on Land Acquisition have commenced and are currently ongoing. They are being carried out by the Council's Asset Management Department.

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 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 The Chief Officer, Highways & Transportation is requested to:
- i) Note the Executive Board approval on 25th July 2018 for 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;
 - ii) Approve the preliminary design and commencement of detail design of the proposed Bus Priority measures and cycling improvements on the route from the M621 J7 (Stourton) roundabout to Meadow Lane via Wakefield Road, Thwaitegate, Low Road, Hunslet Road/Lane & Great Wilson Street - as set out in the Drawings contained within Appendix D;
 - iii) Approve the expenditure and injection of £205,776 funded from S106 Developer Contributions to be used towards detailed design and construction of the Wakefield to Leeds A61S Bus Priority Corridor.

7. Background documents

7.1 None

8. Appendices

8.1 Appendix A – EDCI Screening form for A61(S) Bus Corridor Improvements Scheme.

8.2 Appendix B – Land Requirements

8.3 Appendix C – Design Change Log

8.4 Appendix D – Preliminary Design Drawings

8.5 Appendix E – Design Amendment Note