

Report of Director of City Development

Report to Executive Board

Date: 13th February 2019

Subject: Leeds Public Transport Investment Programme: Bradford to Leeds (A647) Bus Priority Corridor

Are specific electoral wards affected?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, name(s) of ward(s): Armley, Calverley and Farsley, Pudsey, Bramley and Stanningley	
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 21st-Century Infrastructure and Health & Wellbeing in:
 - Improving transport connections, safety, reliability and affordability;
 - Improving air quality, reducing noise and emissions;
 - Supporting healthy, physically active lifestyles.These support the outcomes we want for everyone in Leeds to:
 - Move around a well-planned city easily;
 - Enjoy happy, healthy, active lives.
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. Alongside the planned housing growth that is required in future years, it means significant investment in the transport system is needed in the short, medium and long term to support the level of growth recently experienced and anticipated. The growth of Leeds' economy is crucial to helping achieve better economic outcomes across the region and the North.

3. Against this background of growth across the city, because of a lack of investment over a number of years, it is evident that the development of Leeds' transport infrastructure has not kept pace and remains a big challenge.
4. To start to address the transport challenge and achieve our ambitions, the Council is leading on major schemes within the £1bn West Yorkshire Transport Fund, including the East Leeds Orbital Road and Airport Link Road. In addition, with £174 million of DfT funding, the Council is now well placed to progress the first cross cutting national investment in public transport in Leeds for decades. The model being used is now being replicated by the Department for Transport's Transforming Cities Fund.
5. 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.
6. The Leeds Public Transport Investment 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 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.

The LPTIP programme will deliver:

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

7. In June 2017 Executive Board approved a total of £15.31m to progress the programme and carry out feasibility design. 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. Approval is now being sought to advance the A647 Bus Priority Corridor as part of the programme.
8. The Council's work on this agenda has been both supported and challenged by a Cross-Party Members' Group and national transport experts via the Expert Advisory Panel. The Panel has found these programmes to be soundly based and reflective of the evolving focus of the transport strategy and to be fit for the transformational purposes for which they are intended.

Recommendations

9. Executive Board is recommended to:
 - (i) Note the progress since April 2016 in developing proposals and the subsequent public consultation responses;
 - (ii) Approve the total expenditure of £9.93m funded from the existing Leeds Public Transport Investment Programme funding £9.68m and an injection of

£246,222 from S106 Developer Contributions to carry out detailed design and construction of the Bradford to Leeds A647 Bus Priority Corridor;

- (iii) Note that the Chief Officer for Highways and Transportation is responsible for the implementation of the decisions outlined in this report.

1. Purpose of this report

- 1.1 The total value of the programme of works for LPTIP is around £270m. This report provides an update on the significant schemes and package development during 2018/19 and sets out specifically the next steps for delivering the Bradford to Leeds A647 Bus Priority Corridor as part of the Leeds Public Transport Investment Programme.
- 1.2 Officers undertook to return to Executive Board with regular updates on progress on the LPTIP Programme. A number of reports will be presented to Executive Board over the forthcoming year to enable schemes to be delivered by April 2021. This report seeks approval to carry out detail design and construction of the the A647 Bradford to Leeds Bus Priority Corridor improvements.

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 LPTIP schemes, including the A647 Bradford to Leeds Bus Priority Corridor, 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;
 - A healthy city, that allows more people to walk, cycle and be more active, with reduced traffic and emissions to create cleaner air.
- 2.3 In December 2016 Executive Board agreed the submission of an Outline Strategic Case for the Leeds Public Transport Investment Programme to DfT for £173.5m for public transport. With anticipated local and private sector contributions the total investment package is worth c.£270m. At present the total public funding confirmed comprises the contributions from DfT (£173.5m), LCC (£8.8m) and WYCA (£0.97m) totalling £183.3m. Set against the relative low levels of transport investment in Leeds and indeed the region when compared with other regions and especially London, this funding will begin to make a real difference in narrowing the gap and preparing for future investment and the leverage of further funds.

- 2.4 In June 2017 Executive Board approved the spend total of up to £15.31m from the £173.5m to progress the programme and carry out feasibility design. This programme of improvements is being jointly developed by LCC and the West Yorkshire Combined Authority.

In July 2018 Executive Board approved the carrying out of detail 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 including Gloucester Terrace on the A647;

- 2.5 The Outline Strategic Case proposed a package of public transport improvements that, taken together, will deliver a major step change in the quality and effectiveness of our transport network. Headline proposals, include:
- A new Leeds High Frequency Bus Network – over 90% of core bus services will run every 10 minutes between 7am and 8pm;
 - Development of three new rail stations for key development and economic hubs serving Leeds Bradford Airport, Thorpe Park and White Rose;
 - 2,000 additional park and ride spaces with the first new site opening at Stourton;
 - 1,000 more bus stops with real time information;
 - Making three more rail stations accessible at Cross Gates, Morley and Horsforth;
 - Creating 21st Century interchanges around Vicar Lane, the Headrow and Infirmary Street and improved facilities in our district centres;
 - Providing improved connectivity across areas.
- 2.6 In addition investment by bus companies to provide new, comfortable, and more environmentally clean buses with free wi-fi and contact-less payments which will achieve an estimated reduction of up to 90% in bus related NOx emissions by 2020. The first of these buses are already on our streets.
- 2.7 The aims and ambitions of this package of public transport improvements have been informed by the ongoing Transport Conversation and the schemes have been selected to deliver the following aspirations:
- Move forward the goal of doubling bus patronage from 2016 levels within 10 years;
 - Support economic growth by unlocking transport constraints in key growth areas and across the city;
 - Align with the emerging Leeds Transport Strategy, West Yorkshire Transport and Bus Strategies, as well as the national/pan northern growth strategies including HS2 and Northern Powerhouse Rail;

- Improve health outcomes especially air quality by reducing transport emissions and making a significant contribution towards compliance with DEFRA's legal requirement of the city;
- Complement the existing schemes being delivered through the WYTF such as Leeds City Centre Package and the Corridor Improvement Programme;
- Reflect the key messages from the Transport Conversation in terms of improving public transport operation and quality;
- To leverage match funding from the private sector, both public transport providers and developments / businesses who will benefit from the public investment;
- Cognisance of and adaptability for the delivery of the longer term strategy.

3 Main issues

3.1. LPTIP Progress to Date

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

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

- Appointing a development partner (WSP) to identify issues, potential solutions and feasibility design for schemes to improve bus journey times and patronage;
- Undertaking extensive consultation and engagement activities including attending drop-in events, the setting up of a bespoke website and twitter account, numerous stakeholder meetings and receiving over 6,000 comments on the proposals both supportive and critical;
- Continuing to work with the Expert Panel in developing the strategy that underpins the proposals;
- Commencing feasibility design on all the Bus Priority Corridors, Park and Ride sites and City Centre Gateways
- The granting of planning approval for the extension of Elland Road Park and Ride.
- The completion of feasibility design and submission of the Outline Business Cases for Stourton Park and Ride, Elland Rd Park and Ride extension, the bus route between Stourton and the City Centre along

the A61 Wakefield Road / Low Road / Hunslet Road, A647 Bus Priority Corridor, the Headrow Gateway, and the A61N Bus Priority Corridor.

- The approval by the Combined Authority of the Outline Business Cases for Stourton Park and Ride, Elland Rd Park and Ride extension and the bus route between Stourton and the City Centre along Wakefield Road / Low Road / Hunslet Road, A647 Bus Priority Corridor and the Headrow improvements.
- Commencing feasibility on Pudsey Rail Station park and ride expansion and Alwoodley Gates park and ride off the A61 in the north of the city;
- Upgrades of the Bus fleet in Leeds by Operators. The appointment of 2 delivery partners; BAM and John Sisk to carry out detail design and construction of the LPTIP highway schemes.
- Commencement of detail design of Elland Rd Park and Ride extension, the bus route between Stourton and the City Centre along the A61 Wakefield Road / Low Road / Hunslet Road and the Early Interventions.
- The granting of planning approval for the extension of Elland Road Park and Ride, The planning application for Stourton Park and Ride site is due to be considered by Plans Panel on the 24th January 2019
- It is envisaged that works will start on site at Elland Rd, and the A61S in the next few months.

3.2 A647 Bradford to Leeds Bus Priority Corridor

3.2.1 The A647 Bradford to Leeds corridor, one of the five prioritised Leeds Public Transport Improvement corridors carries 18 buses per hour equating up to 2,700 passengers.

3.2.2 An essential component of the target to double bus patronage is to improve the reliability and times of bus journeys. Improvements therefore need to be made to the key bus corridors coming into the city and within the city centre itself. To determine the optimum improvements, 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 of 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.

3.2.3 This first phase of consultation was undertaken in February and March last year on the A647 Bradford to Leeds Bus Priority Corridor. The feedback from

this consultation has informed the refinement of the proposals and their further development to feasibility design stage. These more detailed plans were then subject to a further round of consultation and engagement last November and December 2018. Over 200 people attended these public drop-in events and around 9,000 visited the Connecting Leeds website to view the proposals and over 2,500 left comments.

- 3.2.4 The proposals on the Corridor consist of a series of improvements to bus prioritisation and complementary walking and cycling measures along the A647 between Armley Gyratory and the Leeds Road Gyratory at the boundary with Bradford. The improvements include large sections of bus lanes on the corridor (in both directions), including the conversion of the existing High Occupancy Vehicle (HOV) lane to a bus lane, a range of bus priority measures at signals, including significant improvements to the Ledgard Way junction. The corridor also includes the B6157 Stanningley Road/Bradford Road through Stanningley, as the principal route served by buses and connects the communities of Armley, Bramley, Stanningley, Farsley and Pudsey with Leeds City Centre.
- 3.2.5 The recently delivered City Connect scheme on the corridor has created a significantly better environment for cyclists. Pre- and post-scheme monitoring (2014-17) has shown an average increase of 49% in cycling. The LPTIP proposals aims to enhance these facilities in locations where opportunities exist to provide betterment as a result of the larger scope of works particularly around the Ledgard Way junction
- 3.2.6 The corridor improvements includes the following measures:

Bradford border to Dawson's Corner

Bus journey times along this stretch can vary as much as 10 minutes at peak times making bus services unreliable. Parked vehicles in the left lane reduce capacity and this adversely affects buses as they have to move in and out of this nearside lane in order to access bus stops. By converting the lane to bus only during the hours of operation, buses would suffer less delays making the journey times more reliable, with current variability in delay of up to 10 minutes being largely eliminated. The principal components along this section are:

- Restriction of on-street parking and new bus lane between Sunnybank Lane and Woodhall Park Drive (inbound)
- Restriction of on-street parking and new bus lane between Thornbury Barracks and Grange Avenue (outbound)
- New toucan crossing east of Thornbury Barracks

- The bus lane hours of operation will be subject to further consultation and will be confirmed through a Traffic Regulation Order.
- Other measures include junction improvements, the relocation and reorganisation of bus stops to reduce bus boarding delays and more pedestrian and cycling facilities.

3.2.7 On the question of providing additional highway capacity by restricting parking on Bradford Road, the public consultation on this section of the route provided the following responses: Negative = 29%, Slightly Negative = 13%, Neutral = 13%, Slightly Positive = 19%, Positive = 25%. Many respondents agreed that new bus lanes would be beneficial along this section of the scheme and that the on-street parking restrictions would improve this section of Bradford Road. However there have been a number of concerns raised locally including from ward members on the loss of on-street parking on Bradford Road. As a result of this it is proposed that the hours of operations of the bus lanes will be limited to peak time only. It should be noted that the properties fronting Bradford Road in this location have driveways where a limited number of vehicles could be parked. Access to all private driveways will be maintained at all times and provision for resident only parking will be investigated in neighbouring side roads. Any parking restrictions would be subject to the granting of a Traffic Regulation Order and consultation with frontagers would be undertaken as part of the formal process.

3.2.8 Across the key route bus network, as part of LPTIP and other investment programmes, consideration is being given to the trade-off between the need to provide for and permit parking on highway and the need to maximise the efficiency of the highway network. Parked cars can create a hazard and can also create friction between vehicles moving from a nearside position into an outside lane. In some circumstances parked cars can mean an entire lane is unused or significantly underused during peak times on main radial routes (A roads). Parked cars can and do have a more significant impact on buses and bus journey times given their need to travel in the near side or first lane most or all of the time to access bus stops.

3.2.9 Bus lanes and additional parking restrictions would not prevent pick up or drop off immediately outside properties at any time of the day. In addition, rapid loading such as parcel delivery would also be allowable at all times. Full loading provision would be allowed during off-peak periods.

3.2.10 Parking on Bradford Road adjacent to Woodhall Post Office will be maintained in response to concerns raised by ward members.

3.2.11 There was also requests to lower the speed limit on Bradford Road between Dawson's Corner and the Bradford boundary. There are issues with enforcement of the existing 40mph limit and a space for mobile speed enforcement cameras is shortly to be provided on Bradford Road. Whilst the

scheme does not include further reductions in the speed limit these proposals do not prejudice and future reductions in speed limit.

3.2.12 Improvements to the Dawson's Corner junction are being progressed through a separate scheme as part of the WYCA Transport Fund and these corridor proposals complement and will be coordinated with the planned works to the junction.

3.2.13 Dawson's Corner to the start of the HOV lane

Three measures are proposed on this section to improve bus journeys:

- Traffic signal upgrade including introduction of MOVA control at the junctions of Stanningley Road with Swinnow Lane and Hough Lane to enable buses to be prioritised through these junctions

A minor scheme at the junction of Stanningley Road and Hough Lane. This requires the removal of one parking space adjacent to the junction and marking out the approach to the junction as 2 lanes to prevent the right turning traffic blocking straight ahead movements. In conjunction with upgrading the signals these changes will give average journey time savings for all traffic of 2mins at peak times. This is likely to be greater for buses as they are most adversely affected.

- Conversion of nearside lane to a 24-hour bus lane (inbound) (subject to the consultation on the TRO) from Bramley Town End to Wyther Park Mount

3.2.14 Stanningley Road HOV lane

The Inbound Stanningley Road HOV (High Occupancy Vehicles i.e. 2+ lane) was first opened in 1998 when Leeds became the first council in the UK to open a priority lane for car sharing vehicles. Over the years, enforcement by the police has been sporadic and unlawful use of the HOV lane now stands at 33% of total flows in the AM peak hour. This delays all traffic as traffic using the outside lane is forced to give way to traffic merging at the end of the HOV lane. This significantly worsens queues that build up from junctions to the east (where other improvements are proposed). Buses suffer from delays of up to 8 minutes along this section alone due to the operation of the HOV lane and on occasions delays are around 15 minutes. This is the worst delay point on the corridor and one of the worst on the whole Leeds bus network.

3.2.15 It is proposed to convert the HOV lane to a bus lane and extend the bus lane (currently HOV lane) to the point of diverge with the Outer Ring Road. This, together with the planned improvements at Ledgard Way will deliver average journey time savings for all traffic of 5 minutes and eliminate bus delays of up to 15 minutes.

3.2.16 Concerns have been raised including from ward members that these proposals will make queuing and delays worse. The modelling undertaken shows that much of the delay occurs at the point of merge of the 2 lanes and replacing this merge with signals will give the priority to buses, improving journey times and enable the general traffic queue to move more quickly thereby reducing delays and improving air quality. Access and parking for residents were also raised as concerns but access through the bus lanes to the driveways will be maintained and the hours of operation of the bus lane is still to be finalised and will be advertised through a Traffic Regulation Order. Parking will be permitted outside the hours of operation of the bus lane.

3.2.17 Ledgard Way Junction

The junction of Armley Road / Stanningley Road / Branch Road / Ledgard Way ('Mike's Carpets junction'), is a key constraint on the route creating delay for all vehicles in both peak periods. In addition, the junction has a poor safety record and pedestrian environment and with gaps in the cycle superhighway infrastructure. It is a poor backdrop to the listed former church building which frames the junction at the 'Gateway to Armley'. In the PM peak outbound buses suffer from delays of over 4 minutes on average. At times delays of up to 10 minutes have been recorded city-bound and 18 minutes outbound. This variation in journey time makes services unreliable.

3.2.18 Along this section it is proposed to:

- Improve the Mike's Carpets junction to reduce delays by reducing the movements allowed at the Ledgard Way junction from 11 to 7, thereby reducing the number of signal stages. This will benefit all traffic with average journey times 4-5 minutes quicker at peak times. Removing; the right turn from east to north; the straight ahead from south to north, the left turn from south to west and; left turn from north to east and to make improvements to pedestrian and cycling facilities including approximately 200m of new segregated outbound cycle lane either side of the Ledgard Way filling a gap in the city connect scheme. The increased pedestrian areas will improve the environment around the junction.
- Provision of single stage straight across pedestrian / cycle crossings on the A647 and Branch Road
- Approximately 300sqm of new footway area around the junction
- 450m of outbound bus lane starting in the vicinity of Abbot Court and finishing 90m short of the Ledgard Way junction stop line – this requires 2m of widening into allocated greenspace along the majority of the length, with a maximum of 6m in the vicinity of the Pickering Street bus stop. Mitigation measures will be introduced to reduce the impact of the widening for the bus lane into the greenspace allocated in the local plan

- Pickering Street converted to two-way operation at its southern end to facilitate banned movements at Ledgard Way
- New toucan crossing across Armley Road at Pickering Street
- Closure of the south end of Canal Road facilitating a better bus stop arrangement and safer cycle route Retention of parking for businesses on Armley Road

3.2.19 Whilst there was support for the improvements a number of concerns raised about the increased length of some journeys due to the new restrictions at the junction. Alternative routes and/or U turns are being provided. It is considered that the increased journey times for this small proportion of traffic(around 15%) currently making these banned movements is acceptable considering the wider benefits of the scheme.

In addition improvements to the signals at the Gloucester Terrace Junction will be carried out. This element was previously approved at the July 2018 Executive Board.

A separate scheme at Armley Gyratory, located at the centre city end of the corridor, is at an early stage of preliminary design and is to be funded from the City Centre package.

3.2.20 These interventions along the A647, including the conversion of the HOV lane to bus only will reduce journey times by 10-15 minutes for all vehicles particularly buses, and provide improved crossing facilities, benefiting existing bus, walking and cycle users on the corridor. Public transport benefits will include significant improvements to the punctuality and reliability of buses, due to the protection to buses from the day to day variability in journey times through the provision of dedicated bus lanes, as well as providing easier and safer access to bus stops from local homes, schools and other facilities. Improvements to dedicated pedestrian and cycle routes will also make the route more attractive to vulnerable road users by reducing vehicle dominance.

3.2.21 The proposed public transport and walking improvements will be integrated with and will complement the City Connect cycle facility which has been implemented along the entire length of the corridor between Leeds and Bradford.

3.2.22 The scheme therefore seeks to increase the level of priority for buses on the corridor, introducing a change from the existing road hierarchy on the corridor that currently prioritises car traffic at the expense of other modes – modes which are both more efficient (from an overall network carrying capacity point of view), and more sustainable. Due to the rising levels of congestion and growing demands for travel partly due to increases in employment in the city centre, conditions along this corridor are only likely to worsen if the measures described in this report are not carried out. These improvements will

contribute to the target of doubling bus patronage which if achieved on this corridor could take around 5,000 cars off the road thus improving air quality.

3.2.23 From the Consultation and Engagement carried out on the proposals overall over 50% supported the proposals with Armley Road/ Canal Street gaining the most support and the alterations to Stanningley Road HOV lane received the highest negative rating of just over 50%.

The estimated cost of the A647 corridor improvements is £9.93m excluding Dawsons Corner and Armley Gyratory and can be fully funded from the £173.5m from the DfT to improve public transport in Leeds.

3.3 Public Transport S016 Contributions

3.3.1 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).

3.3.2 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.

3.3.3 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 A647 Bradford to Leeds 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.

3.3.4 There are £246,222 S106 contributions allocated for public transport improvements along the A647 Bradford to Leeds corridor. 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.

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 The first phase of the programme of bus network improvements identified as part of LPTIP was taken to public consultation in early 2018. This initial round of consultation was open for eight weeks between February and April 2018 and covered three of five routes identified as having the potential to achieve the greatest benefits including the Bradford to Leeds Bus Priority Corridor. The engagement undertaken was focused on exploring issues with stakeholders and the public in addition to considering trade-offs and the acceptability of different types of interventions. The feedback from this consultation informed the feasibility design which was then subject to a further round of consultation in November and December. This included extensive outreach in the local communities, and 3 public events which attracted 190 visitors. In addition nearly 9,000 people visited the website leaving around 2,500 comments.
- 4.1.5 Since that time the Conversation has continued through the development of:
- A 'Connecting Leeds' Communications and Marketing Plan aimed at raising public awareness of Leeds' transport ambitions and the wide role connectivity plays in assisting inclusive economic growth for the city and Leeds City Region, improving health, greater social mobility through education, training and employment, and supporting independent lifestyles;
 - A Bi monthly Cross Party meeting chaired initially by Cllr Wakefield and now Cllr Groves 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.
- The development of a phased programme of co-investment with other partners including identifying early wins with a clear narrative and story board of how these improvements would contribute to Leeds as a 'Best City' by 2030;

4.1.6 During 2018 the Connecting Leeds website had over 36,000 visits and 19,000 comments were made on the LPTIP proposals. Over 40 events were held where the public were invited to view and comment on the proposals.

4.2 Equality and diversity / cohesion and integration

4.2.1 The Leeds Public Transport Investment Programme was 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's 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 during these schemes 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 individual Equality Screening form has been completed for the A647 Bradford to Leeds, Bus Priority corridor scheme approval and is attached in Appendix A.

4.3 Council policies and best council plan

4.3.1 'The anticipated benefits of using the £183.3m to create improvements to the Leeds transport network has the potential to contribute to the vision for Leeds 2030 to be the best city in the UK, and the following best Council Priorities;

- Inclusive Growth (Supporting growth and investment helping everyone benefit from the economy to their full potential)
- 21st Century Infrastructure (Improving transport connections, safety, reliability and affordability)
- Child-friendly city that contributes to the Council's cross cutting World-class events and a vibrant city centre that all can benefit from' Breakthrough Project'.

4.3.2 The strategy also contributes to the objectives of the Local Development Framework, Leeds Core Strategy, Local Transport Plan 3, emerging WYCA Transport Strategy, and Strategic Economic Plan.

4.4 Resources and value for money

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

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

4.4.3 Capital Funding and Cashflow

Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2018 £000's	FORECAST		
			2018/19 £000's	2019/20 £000's	2020/21 £000's
LAND (1)	1620.1	189.6	1430.5		
CONSTRUCTION (3)	43973.6		463.8	26379.8	17130.0
DESIGN FEES (6)	5670.0	1478.8	4191.2		
OTHER COSTS (7)	460.9	460.9			
TOTALS	51724.6	2129.3	6085.5	26379.8	17130.0
Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2018 £000's	FORECAST		
			2018/19 £000's	2019/20 £000's	2020/21 £000's
LAND (1)	0.0				
CONSTRUCTION (3)	9216.0			4216.0	5000.0
DESIGN FEES (6)	710.0			710.0	
OTHER COSTS (7)	0.0				
TOTALS	9926.0	0.0	0.0	4926.0	5000.0
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2018 £000's	FORECAST		
			2018/19 £000's	2019/20 £000's	2020/21 £000's
LPTIP Grant DFT	100000.0	1939.7	6085.5	53892.4	38082.4
LCC Borrowing Section 106	8932.2	189.6	0.0	0.0	8742.6
	246.0			246.0	
Total Funding	109178.2	2129.3	6085.5	54138.4	46825.0
Balance / Shortfall =	47527.6	0.0	0.0	22832.6	24695.0

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

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

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

4.6 Risk management

4.6.1 The LPTIP serves to make progress towards the Leeds Long Term Transport Vision and keeping the city moving. If the programme is not implemented, the level of growth in the city will be constrained due to the inadequacies of the transport system. Also the lack of a viable public transport alternative will limit the effectiveness of the Council's Clean Air Zone as car usage will not be reduced. Given the timescales available to assemble the high level programme, there will need to be some flexibility to adjust the programme to meet cost, programme and deliverability changes.

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

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

5 Conclusions

5.1 Leeds is a successful city and its economy continues to grow. Improving the existing transport network is an important enabler helping Leeds to be a prosperous, liveable and healthy city. Accordingly, the £173.5m funding allocated from DfT added to local funding creates an opportunity to deliver £270m of improvements to public transport in Leeds in the short to medium term. These will include a transformation of the bus network, plans for new rail stations at key employment growth locations, build some world class city centre gateways and pave the way for ambitious longer term plans emerging through the Leeds Transport Strategy.

5.2 The A647 Bus Priority Corridor 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 Executive Board is recommended to:

- (i) Note the progress since April 2016 in developing proposals and the subsequent public consultation responses;
- (ii) Approve the total expenditure of £9.93m funded from the existing Leeds Public Transport Investment Programme funding £9.68m and an injection of £246,222 from S106 Developer Contributions to carry out detailed design and construction of the Bradford to Leeds A647 Bus Priority Corridor;
- (iii) Note that the Chief Officer for Highways and Transportation is responsible for the implementation of the decisions outlined in this report.

7 Background documents¹

7.1 None.

8 Appendices

8.1 Appendix A – Equality Impact Screening form for the proposals on the A647 Bradford to Leeds Bus Priority Corridor.

¹ 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.