

Report of: Director of City Development

Report to: Executive Board

Date: 7th January 2020

Subject: Connecting Leeds: A58 Beckett Street bus priority corridor

Are specific electoral wards affected?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If yes, name(s) of ward(s): Gipton & Harehills and Burmantofts & Richmond Hill		
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 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

1. Main issues

- Leeds City Centre has seen extensive, fast paced development over the last decade including the delivery of Trinity Leeds, Victoria Gate, the ongoing regeneration of South Bank and the redevelopment of Quarry Hill. This has reinforced 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 and ensure resilience across the City Region and the North of England. Alongside this, now that the Council's Site Allocations Plan has been adopted there is much housing growth planned in future years, up to 51,000 new homes to meet Council housing target requirements.
- Against this background of growth across the city, Leeds' transport infrastructure has seen a lack of investment and the development of Leeds' transport infrastructure remains a challenge if the city is to meet the ambitions set out in both the Inclusive Growth Strategy for 21st Century infrastructure and to be carbon neutral by 2030. Significant investment in the transport system is needed in the short, medium and longer term to support the ongoing growth of the city and to provide real choices for people around public transport.

- Connecting Leeds comprises a programme of funding of £270 million to be invested in a number of public transport schemes across Leeds. Funding for Connecting Leeds 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.
- Working with 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. First Bus are contributing £71 million for 284 new low emission vehicles by 2020. Similarly, 37 Arriva buses which meet the latest CAZ emission standards are operating in Leeds.
- Projects progressed with Connecting Leeds funding include:
 - bus priority corridors;
 - creation and improvement of the City Centre 'Gateways' including the Headrow and the Corn Exchange;
 - 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 Connecting Leeds funded schemes in the intention to improve public transport provision across Leeds for Leeds Citizens.

- The A58 Beckett Street bus priority corridor scheme is located on Burmantofts St and Beckett St between the A64 Woodpecker junction and St James University Hospital (SJUH). This key city centre corridor suffers from huge delays because of the congested road space outside SJUH. Cycling facilities are substandard and there is a poor pedestrian environment outside SJUH. Bus stop facilities are substandard at the busiest stop outside the city centre.
- The planned improvements are located over two sections of carriageway north and south of the junction with Lincoln Green Road, to accommodate a new section of bus lane outbound. The northern section is to be widened to accommodate new bus lanes both outbound and inbound. A bi-directional segregated cycleway will be built and improved bus stop facilities and an improved pedestrian environment will also be part of this key scheme. The cost of the scheme is £14.5m.

2. Best Council Plan Implications

- 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, Inclusive Growth and Health & Wellbeing by:

- Improving the city's transport and digital infrastructure and tackling climate change risks;
 - Improving transport connections, safety, reliability and affordability;
 - Improving air quality, reducing pollution and noise;
 - Improving the resilience of the city's infrastructure and the natural environment from future climate change; and
 - reducing health inequalities;
- 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.

3. Resource Implications

- The funding injections and authority to spend requested in this report will be allocated from the Connecting Leeds Bus Infrastructure package which has currently secured funding of £156.5m, comprising contributions from the DfT (£127.3m), LCC (£11.0m), S106 Developer contributions (£3.6m), WY+TF (£11.7m) and European funding of (£2.9m). Further funding approvals will be required from the Combined Authority for spend from the DfT and WYCA funding.

Recommendations

- a) Note the progress since April 2016 in developing proposals for the relevant projects benefiting from Connecting Leeds funding and the subsequent public consultation responses.
- b) Approve the injection of £14.3m DfT funding into the Bus Infrastructure programme transferred from the Rail and Bus packages delivered by WYCA and note the potential for future transfers of DfT funding from the Rail & Bus packages subject to their deliverability within the timescales set by the DfT.
- c) Authorise the expenditure of £14.54m from the Connecting Leeds Capital Programme to carry out detail design and construction of the A58 Beckett Street including York Street.
- d) Approve the injections of S106 Developer contributions of £431,375 for the A58 Beckett Street scheme including York Street.
- e) To note that, subject to ongoing consultation with the Executive Member as appropriate, the Chief Officer, Highways & Transportation will approve the final version of the designs for construction.

1. Purpose of this report

- 1.1 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:

- Detail design and construction of the A58 Beckett Street bus priority corridor.

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 to enable Connecting Leeds funded schemes to progress accordingly.

2. Background information

2.1 The Connecting Leeds 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.

2.2 In December 2016, Executive Board agreed the submission of a Strategic Outline Business Case (SOBC) for the Connecting Leeds 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. This funding will begin to make a small step in addressing the historic government under-investment in transport infrastructure in Leeds.

2.3 The SOBC proposed a package separate 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;
- potential development of new rail stations for key development and economic hubs;;
- 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.

2.4 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. 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. Arriva have introduced 37 new buses which meet the latest emission standards and are operating on routes into Leeds.

- 2.5 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 Connecting Leeds 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 A58 Beckett Street

- 3.1.1 The A58 Beckett Street scheme is located on Burmantofts St and Beckett St between the A64 Woodpecker junction and St James University Hospital (SJUH).

- 3.1.2 The improvements are located over two sections of carriageway north and south of the junction with Lincoln Green Road:

- The southern section is widened to accommodate a new section of bus lane outbound and a bi-directional cycleway on the eastern side of the carriageway. This is achieved by widening into the existing highways verge to the west with no loss of space for existing traffic.
- The northern section is widened to accommodate new bus lanes outbound and inbound and continuing the new bi-directional segregated cycle facility along the eastern side of the carriageway where it terminates at Museum St. This is achieved by widening into existing highways verge on both sides and adjacent verge on the eastern side with no loss of space for existing traffic.
- Outside SJUH the existing LCC car parks are being altered at a cost of 9 spaces to provide more space to accommodate improved bus stop facilities and an improved pedestrian environment.

- 3.1.3 These interventions are designed to address the following problems:

- Delays to public transport services negotiating the congested road space outside SJUH.
- Substandard cycling facilities linking SJUH to the city centre and City Connect network.
- Poor pedestrian environment outside SJUH including narrow footways and poor bus stop facilities at the busiest stop outside the city centre.

- 3.1.4 The draft scheme design is shown in Appendix 1. Further detailed designs are being produced by WSP which can be shared with Members once available.

- 3.1.5 The cost of the scheme at Outline Business Case is up to £14.5m allowing for risk as well as the associated York Street scheme which has been submitted conjointly to the Combined Authority on 23rd September 2019. The cost for the Beckett Street scheme alone is £13.9m.

- 3.1.6 The proposed programme outlines construction commencing in July 2020 with the site operational by March 2021.
- 3.1.7 There will also be some third party land acquisition requirements which will need delegated approval from the Director of City Development. The majority of land take is within the adopted highway or within the ownership of LCC. Where land is in private ownership negotiations are ongoing to agree acquisition and will be subject to a separate decision.

3.2 Connecting Leeds Public Transport S106 contributions

- 3.2.1 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.
- 3.2.2 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.
- 3.2.3 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.
- 3.2.4 A summary of the proposed contributions are summarised in the tables 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 Connecting Leeds schemes and have confirmed that the relevant funds can be directed towards the schemes.

LPTIP Bus Corridors S106 Contributions - A58N

Planning Reference	Site	Amount
08/04554/FU	New Allocation	£31,381.00
09/02221/FU	NETTO Former Yorkshire Water PLC	£31,326.32
09/01418/FU	Morrisons Harehills	£259,237.96
07/01012	Easel Site 5 The Oaks	£80,181.00
13/00008/FU	Amberton Road	£29,249.00
	Total	£431,375.28

4 Corporate considerations

4.1 Consultation and engagement

- 4.1.1 The preliminary designs of each of the above elements will be reviewed in light of the feedback of the scheme specific 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 brought back to Executive Board for consideration.
- 4.1.2 The first phase (1a) of consultation on some of the schemes was completed in Spring 2018. Between June and August 2018 (Phase 1b) the remainder of the schemes were subject to public consultation that included the Beckett Street scheme.
- 4.1.3 A comprehensive programme of engagement was delivered:
- Online consultation portal (Commonplace) with full details of the proposals;
 - Public drop-in events and exhibitions, including Leeds Bus Station, The Light, Kirkgate Market, Briggate, WYCA Offices and Leeds Rail Station Concourse.
 - 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
- 4.1.4 This stage of the consultation was focused around understanding the current issues and presenting opportunities for improvement. The consultation sought to understand how people felt about the concepts and plans presented. In total over 76% of responses were positive and 12% negative with the remainder neutral.
- 4.1.5 The second phase of consultation on A58 Beckett Street was undertaken in July and August 2019. This phase of consultation includes updated proposals to Burmantofts and Beckett Street, where bus lane and bus facilities, cycle lanes, pedestrian crossings and upgraded traffic lights have been proposed to improve transport passing St James's hospital to and from Leeds city centre.
- 4.1.6 The consultation was open to the public with feedback sought via online portal, in person at events held for the purpose and via email, phone or letter.

4.1.7 The opportunity to feedback was advertised via specific and general outreach. Outreach activities were designed to inform anyone who might be affected of the proposals, and to channel respondents toward the online portal where there opinions could be most easily and accurately recorded. Outreach included, and was not limited to:

- Facebook advertising;
- Local newsletters, including to employees of St James’s Hospital;
- Leafleting of all residences near the proposed changes;
- Specific outreach to ‘seldom heard’ groups; and
- Outreach from local councillors to ward residents.

4.1.8 The response rate was much higher than the previous consultation exercise regarding Burmantofts / Beckett Street, generating 3,386 visitors to the Commonplace website, of which 2116 explored content. 152 chose to fill in surveys online or on paper.

4.1.9 The scheme was welcomed with 72% of respondents feeling either positive or slightly positive about the proposed changes to the route. 16% of respondents felt slight negative or negative about the section and a further 12% felt neutral about the proposals.

4.1.10 The data from the online survey shows themes which are listed below:

Sentiment and options	Description
<ul style="list-style-type: none"> ▪ Better for buses 	<ul style="list-style-type: none"> ▪ ‘Better for buses’ was the most chosen reason for sentiment.
<ul style="list-style-type: none"> ▪ Better for cyclists 	<ul style="list-style-type: none"> ▪ This was the second most chosen reason for supporting the proposal
<ul style="list-style-type: none"> ▪ Will ease congestion 	<ul style="list-style-type: none"> ▪ A primary expected impact and reason for sentiment was a belief that proposals would ease congestion.
<p>Negative reasons for sentiment</p> <ul style="list-style-type: none"> ▪ Loss of green space ▪ Traffic delays ▪ Air quality 	<ul style="list-style-type: none"> ▪ Negative impacts were less frequently chosen than positive in all sections and are therefore grouped here. The loss of green space occurs where removal of trees is required to add additional bus and cycle lanes.
<ul style="list-style-type: none"> ▪ Most respondents work in the area of the scheme and travel through it by bus. 	<ul style="list-style-type: none"> ▪ 53% of people work in the area and 36% travel by bus in the area.

4.1.11 There is strong support for the proposed changes from St James’s Hospital to Leeds city centre, with over 70% feeling positive or slightly positive about the

changes. With regards to how respondents felt, the most popular positive answers were 'better for buses', 'better for cyclists' and 'will ease congestion'.

4.1.12 Internal engagement with other relevant Council departments has regularly been undertaken throughout preliminary design development on all schemes. The team has also had ongoing engagement with partner organisations, WYCA, bus operators, the civic trust, Bus Users UK, cycle forums, and local councillors.

4.2 Equality and diversity / cohesion and integration

4.2.1 The Connecting Leeds 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 2019 as part of the overall Connecting Leeds proposals.

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 A58 Beckett Street. The conclusions found that there would be no/minimal impact. The full assessment is included at Appendix 2.

4.3 Council Policies and the 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 Connecting Leeds funded projects will also contribute to the objectives of the:

- Our Spaces Strategy which promotes the creation of world class, inclusive and vibrant public realm;
- Inclusive Growth strategy which identifies 21st century infrastructure as one of the 12 big ideas;
- HS2 Growth;
- West Yorkshire Transport Strategy;
- Leeds Integrated Station Masterplan;
- City Region Connectivity; and
- Leeds Living.

Climate Emergency

- 4.3.3 By improving bus journey times and reliability, and improving facilities for cyclists and pedestrians these schemes are anticipated to encourage modal shift from private car to bus and cycling. This is expected to contribute to a reduction in greenhouse gas (GHG) emissions. The anticipated reduction in car usage will also have a beneficial impact on air quality, linking in with the proposed CAZ boundaries and its operation of reducing nitrogen oxide particles.
- 4.3.4 Transport modelling undertaken in support of the OBCs shows that the schemes will take cars off the road and therefore have a positive effect on greenhouse gas emissions. For example the A58 Beckett Street scheme is estimated to generate 48,000 new bus trips annually, and the A58 York Street scheme 15,600 new trips annually as a result of improvements in bus journey time and reliability. Assuming many of these users would have previously used private vehicles, this modal shift is expected to reduce overall vehicle kilometres travelled and thereby reduce GHG emissions associated with road transport.
- 4.3.5 The Connecting Leeds schemes will have both losses and gains in vegetation, although overall there will be a net gain in terms of trees. However, any effect of vegetation change on greenhouse gas emissions is likely negligible in the context of any traffic changes.
- 4.3.6 There will be some unavoidable negative effects during construction, such as embedded carbon involved with materials, construction traffic etc. Leeds City Council are working with BAM Nuttall to explore opportunities to reduce carbon emissions, for example, by effectively managing waste, low carbon, solar-panelled or electric fleet for construction staff, limited use of fuel powered generators, transporting plant and goods through recycling of materials, use of "Eco Cabins" for temporary site accommodation and welfare facilities that are equipped with low energy movement sensor lighting, push taps, efficiently insulated, solar-powered toilets on site etc.
- 4.3.7 With the increased demand for assessment of the impact of schemes on climate change and working with our partner WSP, we are developing a tool to use for greenhouse gas appraisal of schemes going forward. This uses a detailed methodology that can be recorded transparently which should conclude in a net change and the impact that each scheme may have on greenhouse gas emissions. For example a change in vehicle km for corridors and gateways from modal shift can be calculated using an elasticity approach. Carbon metrics can be applied and the resultant change in CO₂ equivalent determined, which can be assessed both quantitatively and qualitatively. The calculated change in CO₂ can then be

contextualised, against values in the carbon roadmap for Leeds, or NAEI data for CO2 emissions per local authority per sector.

4.4 Resources, procurement and value for money

- 4.4.1 The funding injections and authority to spend requested in this report will be allocated from the Connecting Leeds Bus Infrastructure package which has currently secured funding of £156.5m, comprising contributions from the DfT (£127.3m), LCC (£11.0m), S106 Developer contributions (£3.6m), WY+TF (£11.7m) and European funding of (£2.9m). 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.

Connecting Leeds Bus Infrastructure package cashflow as at January 7th 2020

Injection into LPTIP programme as part of this report	TOTAL £000's	TO MARCH 2019 £000's	FORECAST		
			2019/20 £000's	2020/21 £000's	2021 & on £000's
LAND (1)	0.0				
Package Transfers	14300.0		0.0	14300.0	
S106 Developer Contributions	1336.9		0.0	1336.9	
Meadow Lane WY+TF	6100.0		0.0	6100.0	
TOTALS	21736.9	0.0	0.0	21736.9	0.0
Restated Authority to Spend and 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
Restated ATS position to date	129242.0	7852.0	46458.7	70072.4	4858.9
A58 Beckett Street approval	14536.0	517.4	500.0	13518.6	
TOTALS	143778.0	8369.4	46958.7	83591.0	4858.9
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		5988.7	2753.9
LCC Supported Borrowing Other	2105.0			0.0	2105.0
Section 106/278	3598.0	0.0	0.0	3598.0	
Government Grant DFT	127297.3	8179.8	47929.1	71188.4	
WY+TF	11700.0			11700.0	
European Grant ERDF	2867.5		0.0	2867.5	
Total Confirmed Funding	156500.0	8369.4	47929.1	95342.6	4858.9
Total Funding Balance	(12,722.0)	0	(970)	(11,752)	0.0

- 4.4.3 It is proposed to pro-actively value engineer the projects to reduce the costs before implementation begins. This process will be overseen by the Chief Highways Officer in ongoing dialogue with the Executive Member as appropriate.
- 4.4.4 Further funding which could potentially be at risk of being paid back to the DfT from within the overall programme may become available in the next 6 months. If this transpires the Bus Infrastructure programme is geared up to spend these funds together with all other additional external resources that become available.
- 4.4.5 All revenue implications with regard to lifecycle maintenance costs will be met from existing budgets. The Connecting Leeds revenue implications will be addressed moving forward into the programme.
- 4.4.6 The A58 Beckett Street scheme involves the removal of Council Pay and Display Car Parks. Liaison with Parking Services has occurred as the scheme has developed, so the initial loss of revenue can be included within Departmental

budgets. However the alteration of the Beckett Street car park will entail the resurfacing of the car park which is in poor repair.

- 4.4.7 New income will be received by the Bus Lane Enforcement Cameras which aim to ensure that the bus lanes are open for their intended purpose.

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.

4.6 Risk management

- 4.6.1 The Connecting Leeds 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 Connecting Leeds 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 Conclusion

- 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. Delivering the A58 Beckett Street scheme as a key city centre corridor will make a significant contribution to the quality of life of people living, working and visiting the city, contributing to its ongoing growth and economic success.

6 Recommendations

- a) Note the progress since April 2016 in developing proposals for the relevant projects benefiting from Connecting Leeds funding and the subsequent public consultation responses.

- b) Approve the injection of £14.3m DfT funding into the Bus Infrastructure programme transferred from the Rail and Bus packages delivered by WYCA and note the potential for future transfers of DfT funding from the Rail & Bus packages subject to their deliverability within the timescales set by the DfT.
- c) Authorise the expenditure of £14.54m from the Connecting Leeds Capital Programme to carry out detail design and construction of the A58 Beckett Street including York Street.
- d) Approve the injections of S106 Developer contributions of £431,375 for the A58 Beckett Street scheme including York Street.
- e) To note that, subject to ongoing consultation with the Executive Member as appropriate, the Chief Officer, Highways & Transportation will approve the final version of the designs for construction.

7 Background documents¹

7.1 None.

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.