

Report to Chief Officer Highways and Transportation

Date: 16 June 2020

Subject: Leeds Public Transport Investment Programme (LPTIP); A61(S) Bus Corridor Improvements (Meadow Lane to Stourton M621 J7) - Authority to Advertise (Draft) Traffic Regulation Orders (TRO's)

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: Appendix number:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Summary

1. Main issues

- 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. 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.
- On behalf of the Connecting Leeds partnership and as part of the LPTIP package, significant improvements on major routes into the city centre are proposed, including bus, pedestrian and cycling infrastructure along with new and enhanced public realm areas/greater greening of the streets. These are to be delivered by way of Bus Priority Corridors and Park & Ride schemes in conjunction with other core city centre enhancement/improvement/development works. This report deals with the A61/A639 Corridor scheme which is directly linked to the Stourton Park & Ride site.

- Previous Executive Board approvals have been obtained, for the principle and the funding of the scheme in June 2017 and July 2018. In July 2019, Highways Board approved the preliminary design, commencement of detail design and preparation of Traffic Regulation Orders. In February 2020 West Yorkshire Combined Authority approved the Business Case (FBC+) which marked progression to the Delivery Phase on WYCA's Assurance Pathway.
- Proposals have been developed to provide bus priority measures, throughout the length of the A61/A639 corridor linking the new P&R facility at Stourton to/from the city centre, in addition to significantly enhancing the footway widths, and providing segregated cycling facilities where appropriate. A key element of this will be the implementation of Traffic Regulation Orders, which will allow a greater level of enforcement both through the use of camera technology and enhanced signing & lining packages to drive self-enforcement, while meeting the objectives of the scheme.
- Leeds City Council is now proposing to implement waiting restriction and movement restriction Traffic Regulation Orders (TROs) that will introduce a package of measures to improve bus journey times & reliability and improve facilities for cyclists to encourage modal shift from private car to bus and cycling along the A61/A639 corridor between Stourton Roundabout (M621 Junction 7) and the city centre along Wakefield Road, Low Road & Hunslet Road.

COVID-19 Implications

- Due to the current situation regarding the COVID-19 crisis, all parties on this scheme are affected by the restrictions that have put in place by the Government. However, Key (Joint) Advice from the Department for Transport (inc. HAUC UK, JAG, Street Works UK & DCMS) received on 26th March 2020 expressed "the need to continue work" and identified "Essential works that should be allowed to continue", which is deemed to apply to this LPTIP A61(S) Bus Corridor scheme and included:
 - Critical junction improvements which will increase capacity when the pandemic is over;
 - Highway improvement works already in progress;
 - Other schemes that may lose external funding if not delivered on time.
- All LPTIP Partners have shared Government Guidance and provided specific advice to their own staff on the implications of the COVID-19 crisis affecting working arrangements based around the latest information available: e.g. <https://www.gov.uk/guidance/working-safely-during-coronavirus-covid-19>. This addresses common themes relating to encouraging/supporting staff working from home and where/when office working has continued or resumes, ensuring appropriate measures are provided in the workplace to continue to work safely.
- The Delivery Partner is also following the latest Construction Sector Guidance in relation to the COVID-19 response developed in accordance with Public Health England and industry guidance. i.e. Site Operating Procedures designed to manage risk in continuing to operate construction sites: <https://builduk.org/wp-content/uploads/2020/03/Site-Operating-Procedures-23-March-2020.pdf>.
- LCC also intends to follow the latest Government advice with regards to advertising Traffic Regulation Orders during the ongoing national Covid-19 situation. The Department for Transport have produced the following guidance: [Traffic orders: advertising during coronavirus \(COVID-19\) - Additional and temporary guidance on making traffic orders during coronavirus restrictions](#).

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

- The scheme follows the Best Council Plan 2019/20 – 2020/21 priorities by contributing to:
 - 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)
 - Health & Wellbeing (supporting healthy, physically active lifestyles)
 - Child-friendly city (enhancing the city now and for future generations)
- 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.
- The LPTIP projects will also contribute to the objectives of the Local Development Framework, Leeds Core Strategy, Local Transport Plan, emerging West Yorkshire Combined Authority (WYCA) Transport Strategy and the Strategic Economic Plan.

3. Resource Implications

- LPTIP is to be funded as part of the £183.3 million package between the Department for Transport (DfT) and West Yorkshire Combined Authority (WYCA) and in February 2020 WYCA released funding for the A61(S) Bus Corridor Improvements, valued at £18.25m
- Following a tender process and Award of Contracts, a Delivery Partner for LPTIP Contract 1 - Bus Corridors and Bus Park and Ride Sites has been appointed. Subject to satisfactory completion of the advertising and making of the necessary Order, this scheme will be implemented by the LPTIP Delivery Partner.
- Resources are also in place within the LCC Highways and Transportation team to manage the delivery of this scheme and promote the TROs. This scheme is not anticipated to have significant implications on LCC resources post-implementation of TROs.

4. Recommendations

The Chief Officer, Highways and Transportation is requested to:

- a) Approve the design and implementation of the proposed (Draft)Traffic Regulation Orders for the LPTIP A61(S) Bus Corridor Improvements (Meadow Lane to Stourton M621 J7), to allow progression of the scheme. Details are shown on drawings LPTIP1-MM-HAC-61S_XXX-DR-CH-0001 to 0005 in Appendix B;
- b) Request the City Solicitor to advertise the (Draft) Traffic Regulation Orders and if no valid objections are received, to make, seal and implement the Orders as advertised; and
- c) Approve with reference to the powers contained in Section 66(4) of the Highways Act 1980, that the relevant lengths of footway shown on drawings (LPTIP1-MM-HAC-61S_XXX-DR-CH-0001 to 0005) as proposed cycle tracks are removed and that following the removal of the footways, cycle tracks are constructed under the powers contained under the provisions of section 65(1) of the Highways Act 1980 for shared joint use by pedal cyclists and pedestrians.

1. Purpose of this report

- 1.1 This report seeks to obtain approval to advertise the draft TROs associated with the A61(S) Bus Corridor Improvements (Meadow Lane to Stourton M621 J7) scheme, which includes the creation of cycle tracks under Section 65 and 66 of the Highways Act 1980, and if no objections are received to make, seal and implement the orders as advertised.

2. Background information

- 2.1 In December 2016 Executive Board agreed the submission of a Strategic Outline Business Case for the Leeds Public Transport Investment Programme (LPTIP) to DfT for £183.3m for public transport:
- 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 This was also aligned with the objectives of the Leeds Interim Transport Strategy which was also approved in Autumn 2016. This approach and these objectives were ratified by the Leeds Transport Conversation, which found there was real appetite from the general public to develop such proposals.
- 2.3 In June 2017 the Executive Board approved £15.3m of expenditure to progress LPTIP schemes, including £5.26m for progressing the Bus Priority Corridors. 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 Park & Ride site into the city centre along Wakefield Road (A639) / Low Road (A639) / Hunslet Road (A61). In July 2019, Highways Board approved the preliminary design and commencement of detail design of the proposed Bus Priority measures and cycling improvements along this A61/A639 corridor from the Stourton P&R site into Leeds. Preparation of 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, were identified within the design package. Further details are available within these Reports.
- 2.4 In February 2020 West Yorkshire Combined Authority approved the Full Business Case with Finalised Costs (FBC+) for A61(S) Bus Corridor Improvements, valued at £18.247m. This marked progression to the Delivery Phase on WYCA's Assurance Pathway, following Full Business Case (FBC) Approval in August 2019 and Outline Business Case (OBC) Approval in December 2018.
- 2.5 The LPTIP A61(S) Bus Corridor Improvements (Meadow Lane to Stourton M621 J7) actually applies to a combination of roads classified as the A639 and A61, to the south of Leeds. Those roads are Wakefield Road/Thwaite Gate/Low Road (A639) & Hunslet Road/Great Wilson Street (A61). The majority of the route concerned with this scheme actually applies to the A639, but the full extent of LPTIP proposals affecting the A61(S) corridor include Stourton P&R associated highway

improvements on the A61/A639 & M621 J7 (Stourton Roundabout) and further measures along the A61 extending to the Wakefield boundary.

- 2.6 The proposed A61(S) Bus Corridor Improvement scheme is a 3.3km stretch of corridor which lies to the south east of the city centre. Scheme proposals consist of a series of improvements to bus prioritisation, walking and cycling including the provision of extensive bus lanes on the corridor, a range of bus priority measures at signals, geometric alignment changes, junction alterations and dedicated walking and cycling infrastructure along the corridor.
- 2.7 The scheme is dependent on the TROs outlined in this report in order to implement the proposed sustainable travel priority measures as well as for the promotion of safe and appropriate use of the surrounding highway.
- 2.8 Consideration has been given to a variety of users and therefore the proposed TROs do not unduly affect a particular user group.
- 2.9 The TRO drawings (LPTIP1-MM-HAC-61S_XXX-DR-CH-0001 to 0005) are included in Appendix B.

3. Main issues

- 3.1 The A61/A639 corridor has existing bus lanes (mainly inbound) and the roads concerned have various waiting/loading restrictions along their length, enforced by traditional methods. This scheme proposes to enhance the existing measures by introducing additional lengths of bus lanes and bus priority measures at junctions as well as improved facilities for cyclists and pedestrians. This corridor will be protected by way of a Red Route restriction, which will prohibit waiting, loading and stopping along its length with the exception of designated parking bays. The scheme proposals include camera enforcement for these restrictions.
- 3.2 The A61(S) Bus Priority Corridor scheme seeks to address and implement bus priority measures, throughout the length of the A61/A639 corridor linking the new P&R facility at Stourton to/from the city centre, in addition to significantly enhancing the footway widths and providing segregated cycling facilities where appropriate.
- 3.3 A key element of the scheme will be the implementation of Traffic Regulation Orders, which will allow a greater level of enforcement both through the use of camera technology and enhanced signing & lining packages to drive self-enforcement, while meeting the objectives of the scheme.
- 3.4 The TROs will introduce the measures below:
 - Bus priority measures through the implementation of a 24-hour bus, taxi and pedal cycle lane between its junction with Black Bull Street and George Mann Road in each direction, a 24-hour bus, taxi and pedal cycle lane on the westbound carriageway of South Accommodation Road and a 24-hour bus, taxi and pedal cycle lane on the northbound carriageway of Wakefield Road.
 - Cycle infrastructure on both sides of the corridor comprising cycle tracks, cycle lanes and shared use pedestrian/cycle ways.
 - Red Route restrictions along the whole length of the scheme to prohibit waiting, loading & stopping on this important corridor.
 - Point closure orders to prohibit access for all vehicles to Chadwick Street and Sayner Road, both from Hunslet Road.

- Gap closure order at the median strip opposite Butterly Street.
- Prohibition of U-turn at the median strip opposite Black Bull Street.
- Introduction of parking bays for authorised vehicles at select location for maintenance purposes (e.g. grass-cutting; traffic signal maintenance etc.)
- Existing restrictions to be retained will be consolidated within the new Traffic Regulation Orders

- 3.5 The Red Route will be implemented with the appropriate restriction signing, reinforced by double red line road-markings.
- 3.6 This scheme includes cycle tracks which are separated from the footway and carriageway, as shown on the drawings. Cycle tracks within the public highway are created by a Highway Authority under sections 65 and 66 of the Highways Act 1980. Areas of shared use are also shown on the drawings.
- 3.7 Although it is not required to be covered by a TRO, all bus stops will be protected with bus stop clearways, to enable buses to legally set down and pick up passengers along the length of the Red Route.
- 3.8 The proposals will also alter existing kerb lines at various locations requiring existing TROs to be amended to suit the new kerb lines. This includes the amendments of the existing no waiting at any time order at Sayner Lane/Carlisle Road and Clarence Road/Carlisle Road junctions, resulting from the new point closure order at Chadwick Street/Hunslet Road and Sayner Road/Hunslet Road junctions.
- 3.9 The introduction of bus lanes are to allow a significant benefit of bus priority and reliability along the corridor and to achieve the scheme objectives set out in the Business Case.
- 3.10 Cycle only lanes are necessary to promote active travel along the corridor. The restriction of other vehicles from these lanes improves the safety of these vulnerable road users.
- 3.11 A parking survey was undertaken by Nationwide Data Collection (NDC) for seven days during July 2019 at different sites along the route. The results of the survey showed that, where vehicles were picking up or dropping off, dwell times tended to be between one to two minutes. Longer dwell times of over 10 minutes were experienced for other reasons e.g. church services, breakdowns, highway maintenance and deliveries. As dwell times are generally low across the surveyed sites, the TROs would be expected to have marginal impact on current level of parking for general traffic. Any parking, loading and stopping activities along the Red Route will therefore be displaced to side roads.

4 Corporate consideration

4.1 Council Policies and the Best Council Plan

- 4.1.1 The anticipated benefits of using the Connecting Leeds funding to create improvements to the Leeds transport network has the potential to contribute to the 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);
- Health & Wellbeing (supporting healthy, physically active lifestyles) and
- Child-friendly city (Enhancing the city now and for future generations).

4.1.2 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.

4.1.3 The proposals accord with the Council's Local Transport Plan and other policies in that they provide a safe means of access for all users of the highway, encourage economic growth and promote sustainable travel.

4.1.4 The Best Council Plan also aims to improve the environment through reduced carbon emissions. The proposals facilitate the promotion of more sustainable modes of travel and will improve air quality in the city centre.

4.2 Consultation and engagement

4.2.1 All LPTIP proposals were developed from the Transport Conversation which took place in the Summer/ Autumn 2016. This identified that there was a strong desire to travel more sustainably and 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. General consultation on the A61(S) Bus Corridor Improvements formed an integral part of the wider LPTIP Consultation carried out by Connecting Leeds. This commenced in 2017 and engagement with key stakeholders is an ongoing process.

4.2.2 Ward Members have been consulted on the proposals and kept engaged throughout the project. This engagement aimed predominantly at Hunslet & Riverside ward members, has also included Middleton Park (inc. Leader of the Council), Ardsley & Robin Hood (inc. Executive Board Member for Climate Change, Transport and Sustainable Development) and Rothwell wards. Connecting Leeds keep all these ward members updated on a regular basis and arrange specific briefings at key milestones. The latest briefing for this scheme was held on 10th October 2019, in line with the commencement of construction work. Ward Members are actively engaged and show support for the A61(S) Bus Corridor Improvements. Ward Members have also been consulted recently on the TRO proposals contained within this report – See Item 4.2.10 below.

- 4.2.3 WYCA are fully aware of the scheme and have been involved/consulted in various ways, helping to develop the scheme in line with their own public transport strategy.
- 4.2.4 Local bus operators (Arriva and First Bus) were involved in promoting LPTIP Bus Corridor schemes as part of the Phase 1B Public Consultation in June 2018. They are fully supportive of the bus corridor proposals. Detailed engagement followed, with Arriva/First attending a meeting held in September 2018 and Bus Lane Enforcement proposals being shared at the Leeds Bus Operations & Infrastructure Group in May 2019, which keeps all bus operators updated of LPTIP schemes on a quarterly basis.
- 4.2.5 Connecting Leeds (in collaboration with the Delivery Partner) have a comprehensive Communication Plan, which currently incorporates around 160 local frontagers/businesses on this corridor. A Pre-Start Newsletter was posted to approx. 4200 business and residential properties in September 2019. This newsletter identified proposed road closures (at Chadwick Street and Sayner Road) as key items for consideration in relation to the upcoming TRO proposals. Specific Businesses in the affected area did get back in touch and a number of supplementary measures have been incorporated into the proposals (e.g. junction widening at Sayner Road/Carlisle Road/Sayner) to tackle operational issues identified. This engagement will continue as part of the TRO Advertising and dealing with any objections.
- 4.2.6 The scheme was presented to the Leeds Cycle Consultation Forum in October 2017 and further updates on the proposals have been shared with / presented to the Cycle Consultation Sub-Group. Various comments have been captured and proposals amended accordingly.
- 4.2.7 LCC Highways Officers were consulted on the Preliminary Design proposals on 31st August 2018 and various officers (inc. Highways Asset Management, Traffic Engineering and Road Safety Audit Team) are now actively involved, commenting on the proposals, as part of the Technical Assurance process.
- 4.2.8 Further LCC internal consultation involving Transport Policy, Regeneration, Planning and Highways Development has also taken place, in connection with various committed developments and businesses affected by the proposals. This has resulted in various changes and considerations to be taken on board during both detailed design and now the construction phase. This engagement will continue throughout Delivery.
- 4.2.9 The scheme proposals fit in with wider City Development aspirations.
- 4.2.10 Although extensive consultation on this scheme has been carried out over recent years, additional consultation specifically focussed on the TRO proposals and provision of a 'Red Route' along this corridor has recently been carried out (5th June 2020) with Emergency Services, WYCA & Local Members. The outcome of this was a handful of minor clarifications to Ward Members on some items (e.g. maintaining access to small businesses on Hunslet Road in the vicinity of Leathley Road and Brookfield Street) and a general response from the Freight Transport Association in connection with COVID-19/social distancing to take into consideration implications on kerbside access for deliveries and servicing activities. No further comments have been received.

4.3 Equality and Diversity/Cohesion and Integration

- 4.3.1 The LPTIP-funded programmes were developed from the Leeds Transport Conversation and extensive engagement with a wide range of groups such as Voluntary Action Leeds, Child Friendly Leeds, BME Hub, Disability Hub, LGBT Hub, Leeds Society for the Deaf and Blind, Physical and Sensory Impairment (PSI) Network, Women's' Live Leeds, Elderly Action groups and various groups representing accessibility and usability.
- 4.3.2 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, multiple Seldom Heard Group workshops were undertaken throughout 2018 as part of the overall LPTIP proposals. This will continue forward in 2019.
- 4.3.3 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.
- 4.3.4 An individual Equality, Diversity, Cohesion and Integration Screening form has been completed to ensure due regard to equality issues. This is in Appendix A.

Climate Emergency

- 4.3.5 Areas of Leeds will form part of the Clean Air Zone (CAZ) with a greater emphasis placed on promoting healthier lifestyles and modal shift. This programme seeks to reinforce the CAZ objectives by facilitating the removal of through traffic from the city centre, improving air quality around Leeds Railway Station and City Square. The programme will be developed alongside the Leeds Public Transport Investment Programme to build on aims to improve the reliability and patronage of public transport options and provide the infrastructure for greener modes of travel. It also aligns with emerging local and transport strategies to deliver a healthy and greener Leeds as outlined in the Leeds Transport Strategy and the Cycling Starts Here Strategy.
- 4.3.6 By improving bus journey times and reliability, and improving facilities for cyclists, the A61(S) 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 Business Case supports that the scheme will take cars off the road and therefore have a positive effect on greenhouse gas emissions. This is valued in the Business Case using Marginal External Costs.
- 4.3.7 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 Contractor to explore opportunities to reduce carbon emissions in line with the Council's climate emergency targets 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.
- 4.3.8 The scheme will have both losses and gains in vegetation, although overall is 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.

- 4.3.9 The A61(S) Bus Corridor Improvements support the priorities for sustainable infrastructure (improving transport connections, safety, reliability and affordability) and the proposed TROs in this report are intended to facilitate the safe and effective use of the sustainable improvements being provided along the A61(S) corridor.

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
- 4.4.2 Funding Approval for the scheme was obtained from the Executive Board in July 2018. Approval to commence detailed design, including preparation of Traffic Regulation Orders for the scheme was obtained from Highways Board in July 2019.
- 4.4.3 Subject to satisfactory completion of the advertising, making and sealing of the necessary Orders, the scheme will be implemented by the LPTIP Delivery Partner, who were appointed in 2018.
- 4.4.4 LCC resources are in place to manage the delivery of this scheme, which is not anticipated to have significant implications for LCC resources post-construction.
- 4.4.5 Investment decisions are made in accordance with the WYCA Assurance Framework and the latest FBC+ approval was obtained in February 2020.

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

- 4.5.1 Permanent TROs are subject to The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

4.6 Risk management

- 4.6.1 The LPTIP schemes are 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.
- 4.6.2 A Programme Board has been established to manage delivery of the LPTIP Programme, with Package Boards responsible for each package. Risks are actively managed through these Boards as well as a scheme by scheme basis.
- 4.6.3 Progression of the TRO proposals are dependent on the level and type of objection the scheme may receive.
- 4.6.4 Due to the ongoing national Covid-19 situation, DfT have produced the following guidance: [Traffic orders: advertising during coronavirus \(COVID-19\) - Additional and temporary guidance on making traffic orders during coronavirus restrictions...](#) in response to concerns about the ability of traffic authorities to implement the publicity requirements when making permanent or temporary TROs during the current crisis. Its purpose is to mitigate the impact on the public and assist authorities in considering other means to inform them. It is temporary guidance and will be withdrawn once conditions allow. By following Government advice on TRO advertising and employing various other communication methods to highlight the TRO process being carried out (e.g. links to Leeds TrafWeb system on social media), then this risk can be mitigated.

5. Conclusions

- 5.1 The proposals described in this report will make a significant contribution to the attainment of the LPTIP targets of doubling bus patronage while increasing the quality of life of people living, working and visiting the city and contribute to its on-going growth and economic success. The works will also create the infrastructure to enable the continuation of public transport services and Clean Air Zones throughout the city centre to improve the amenities of the area
- 5.2 The introduction of the proposed TROs will improve the safety of the highway and provide necessary bus priority.

6. Recommendations

- 6.1 The Chief Officer, Highways and Transportation is requested to:
 - a) Approve the design and implementation of the proposed (Draft)Traffic Regulation Orders for the LPTIP A61(S) Bus Corridor Improvements (Meadow Lane to Stourton M621 J7), to allow progression of the scheme. Details are shown on drawings LPTIP1-MM-HAC-61S_XXX-DR-CH-0001 to 0005 in Appendix B;
 - b) Request the City Solicitor to advertise the (Draft) Traffic Regulation Orders and if no valid objections are received, to make, seal and implement the Orders as advertised; and
 - c) Approve with reference to the powers contained in Section 66(4) of the Highways Act 1980, that the relevant lengths of footway shown on drawings (LPTIP1-MM-HAC-61S_XXX-DR-CH-0001 to 0005) as proposed cycle tracks are removed and that following the removal of the footways, cycle tracks are constructed under the powers contained under the provisions of section 65(1) of the Highways Act 1980 for shared joint use by pedal cyclists and pedestrians.

7. Background documents¹

- 7.1 Executive Board Report June 2017 - Leeds Public Transport Investment Programme
- 7.2 Executive Board Report July 2018 - Update on Progress and Implementation of the Leeds Public Transport Investment Programme (LPTIP)
- 7.3 Highways Board Report July 2019 - Leeds Public Transport Investment Programme (LPTIP); A61(S) Bus Corridor Improvements (Meadow Lane to Stourton M621 J7)

8. Appendices

- 8.1 Appendix A EDCI Screening form for A61(S) Bus Corridor Improvements Scheme
- 8.2 Appendix B TRO Drawings (LPTIP1-MM-HAC-61S_XXX-DR-CH-0001 to 0005)

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.