

Appendix 1: LPTIP Rail and Bus Delivery progress

Rail	Progress
Rail Accessibility	<ul style="list-style-type: none"> The schemes within the RAP have been developed and approved to OBC stage. The schemes are now on pause due to the programme dates provided by Network Rail, suggesting construction will likely be in the financial years 2021-22 / 2022-23 (beyond the LPTIP programme). Reporting is in progress by the package lead to seek approval to release unspent allocated funds to other packages with schemes deemed more likely able to deliver within the lifetime of the programme.
New Pudsey parking improvements	<ul style="list-style-type: none"> GRIP stage 3 single option development is complete. The OBC is in development, due to be presented to PAT in September 2020. The FBC+ is scheduled for submission/approval Q4 2020-21 at which point WYCA will enter into contract for the design and build element, with the construction programme anticipated to run from Q1-4 of 2021-22. Reporting is in progress by the package lead to seek approval to release unspent allocated funds to other packages with schemes deemed more likely able to deliver within the lifetime of the programme.
Leeds Rail Station Enhancements	<ul style="list-style-type: none"> The Strategic Outline Business Case has been submitted to DfT in December 2019. Queries raised have been addressed and presented to North of England Programme Board in May 2020. Station Board has agreed to progress some elements of programme delivery while awaiting approval of the SOBC, funded through LPTIP. LPTIP funds will contribute to design development and warranted survey information which will enhance the understanding of the asset condition, lifecycle costs and buildability of proposed interventions. The appointment of Network Rail Capital Delivery will include cost assurance, delivery phasing, procurement and contract management of advisors to support delivery phases (including OBC and GRIP 3/4 Products). Contracts are in place with all advisers, and a contract has been agreed with Network Rail.
White Rose Station	<ul style="list-style-type: none"> A Memorandum of Understanding for the development of the scheme in place with Munroe K (developer led), planning consent has recently been approved. Mobilising GRIP stage 4 consultant and technical design. OBC approval in place, FBC scheduled for submission/approval Q3-4 2020-21 at which point WYCA would potentially enter into a grant agreement for delivery stage with Munroe K. Delivery will fall outside the scope of LPTIP, due to programme timeframe. At this time there is no commitment in place for the delivery stage, with options for investment being explored.
Thorpe Park station	<ul style="list-style-type: none"> The scheme has two distinct elements: rail and park and ride. The development partners are currently working to close GRIP stage 3. A funding agreement is in place and the land has been purchased. OBC development underway, scheduled for submission/ approval Q3-4 2020-21. It should be noted within the lifetime of LPTIP and funding envelope available that approvals are for development only.
LBA Parkway	<ul style="list-style-type: none"> Land acquisition discussions are at final stages and WYCA and LCC are working collaboratively to close negotiations and seek internal approvals (the proposed offer is within budget). WYCA is at procurement stage and currently out to tender on GRIP stage 4 works with an award anticipated for September 2020. The OBC approval is in place and FBC is scheduled for submission/approval Q2-4 2020-21.
Bus Delivery	
Transport Hubs and connecting communities	<ul style="list-style-type: none"> The OBC approval is in place, with phase 1 and 2 FBC+ also approved. Construction is underway for these elements, with anticipated completion by March 2021.

	<ul style="list-style-type: none"> The works will be carried out by LCC's Highways and Transportation service, with funds due to transfer from WYCA to LCC for the delivery of the work.
Real time Information	<ul style="list-style-type: none"> Phase 1 - complete (all approvals in place). Phase 2 – the FBC+ approval is in place. The scheme is in contract and delivery is underway (anticipated completion Q1 2021-22). The first units have been delivered for factory acceptance testing and all supplier project inception meeting held July 2020. Delivery is on programme.
Leeds Bus Station Enhancements	<ul style="list-style-type: none"> The OBC approval is in place and the FBC+ is scheduled for submission approval in Q3-4 2020-21 (It is anticipated the scheme will be in contract in Q4 2020-21).The scheme completion date is Q4 2021-22 however this may be extended due to the bus station remaining open to the public throughout the construction period (DfT aware and risks are being mitigated).
Network Navigation	<ul style="list-style-type: none"> The OBC approval is in place and the FBC+ submitted June 2020 with approval anticipated 14th August 2020. The scheme is in contract already and roll out will commence in Q2 2020-21, for completion by Q4 2020-21. The YourVoice engagement has been launched and Transdev has been progressing the corridor maps.
Low Emissions	<ul style="list-style-type: none"> The top up to the retrofit programme is complete Stourton Park and Ride will be an all-electric operation. The FBC+ has been approved for the delivery of 5 electric buses and supporting charging infrastructure. First have purchased the buses and they are expected to be delivered ahead of the Stourton Park and Ride opening in Summer 2021
Demand responsive travel	<ul style="list-style-type: none"> The OBC approval is in place. The FBC+ is scheduled for submission/approval in Q3 2020-21, with service commencement provisionally Q1 2021-22. The tender for the vehicle has been issued and the service specification tender is in development.
Digital Hub	<ul style="list-style-type: none"> Discovery work completed and findings report shared with stakeholders. Key recommendations include a further Business Design and Research phase to further develop understanding of user needs and to define the business model, followed by a pilot in a wider area of the city using existing technology (alpha phase) and then wider roll out (beta phase) with go/no go decision points preceding each phase, following GDS principles. The FBC+ is scheduled for submission/approval Q3 2020-21 to ensure delivery within the timeframe of the programme.
Provision Of New Buses	<ul style="list-style-type: none"> First has delivered 189 of the 284 new buses (including 9 electric vehicles for service 5 in October 2020). 5 Electric vehicles have been ordered for Stourton P&R. Given the current and uncertain financial position in the bus sector, details of future bus deliveries of the remaining 90 are still to be finalised
Bus Operator Partnership	<ul style="list-style-type: none"> Initial conversation with Leeds on Local VPA has taken place and follow up being arranged. Next steps include working with the small operators and obtain their agreement to sign the VPA.