

Report of Principal Transport Planner & Senior Transport Planner.

Report to the Chief Officer of Highways and Transportation

Date: 15 December 2020

Subject: Leeds Public Transport Investment Programme (LPTIP): The Corn Exchange Gateway – Approval of Detailed Design & Permission To Advertise the (DRAFT) Traffic Regulation Orders.

| | | |
|---|---|--|
| Are specific electoral wards affected? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| If yes, name(s) of ward(s): Hunslet & Riverside and Little London & Woodhouse | | |
| 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

- The Corn Exchange Gateway is a major route for buses, pedestrians and cycle users in Leeds City Centre and is home to a range of important commercial and cultural buildings, including the Corn Exchange and Kirkgate Market. The scheme will deliver a series of improvements to bus infrastructure, public realm, and pedestrian and cycle infrastructure which will reduce delays, improve bus reliability and improve facilities for bus users. These will assist in the Council's ambition to double bus patronage. The schemes will also enhance the ability for people to move about the city on foot and by bicycle.
- The scheme comprises a set of significant enhancements to bus, pedestrian, cycling and public realm infrastructure in Leeds city centre, on the eastern southern edges of the pedestrianised area, around Kirkgate Market and the bus station, and south of the river along Meadow Lane to Great Wilson Street.
- The Corn Exchange Gateway is formed of Vicar Lane, New Market Street, Kirkgate, New York Street, Harper Street, Kirkgate York Street, Cross York Street, Duncan Street, Call Lane, Boar Lane, Lower Briggate, Bridge End and Meadow Lane. In total it includes just under 2.2km of public highway.

- Executive Board approval has been previously obtained, for the principle and the funding of the scheme in February 2020.
- The Full Business Case for the Corn Exchange Gateway scheme was submitted to the Combined Authority on 1st May 2020 and received delegated approval from the Combined Authority in August 2020. The FBC plus costs was submitted to the Combined Authority on 1st November 2020.
- Enabling works commenced in August 2020 north of the river with the substantive works due to start in December 2020. Construction south of the river is due to commence in January 2021 with scheme completion north and south of the river in early February 2022.
- Approval is now being sought (after the approval for the development of the detailed design and financial approval at Executive Board in February 2020) for approval for the detailed design, and the Traffic Regulation Orders.
- The Traffic Regulation Orders (TROs) comprise both Waiting and Movement Orders. These Orders will introduce a new 24-hour contraflow bus lane; several new bus gates; new waiting and loading restrictions; changes to loading bays, Hackney Carriage ranks, parking for Blue Badge holders and motor cycle parking; and new turning restrictions.
- The revocation of some existing Pay & Display parking bays in order to accommodate these proposals is also required and has been discussed with Parking Services, and is contained within their revenue projections. The Movement Orders include turning movement restrictions.
- The affected streets for the CEG scheme are :-
 - Northern section: Boar Lane, Bank Street, Lower Briggate, Duncan Street, Central Road, New Market Street, Vicar Lane, Call Lane, Cloth Hall Street, Crown Street, Kirkgate, Wharf Street, New York Street, York Street, Cross York Street, Harper Street, Swinegate, The Calls, Sovereign Street, Bridge End and Leeds Bridge.
 - Southern section: Dock Street, Water Lane, Hunslet Road, Meadow Lane, Hunslet Lane, Great Wilson Street, Kendall Street, Kidacre Street, Waterloo Street, ASDA House Access/Egress.

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

- The anticipated benefits of using the 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 Best Council Plan 2020/21 priorities for inclusive growth, sustainable infrastructure and becoming a child-friendly city.
- The Connecting Leeds funded projects will also contribute to the objectives of the Our Spaces Strategy, HS2 Growth, West Yorkshire Transport Strategy, Leeds Integrated Station Masterplan, City Region Connectivity, Leeds Living and the emerging Leeds Transport Strategy.

3. Resource Implications

- Funding approval has been obtained for the scheme from the Executive Board in February 2020.
- Schemes to be delivered from the Connecting Leeds funding are required to be in contract (FBC+ approval) or substantially completed by the end of March 2021. There are a number of schemes which will be in contract before the end of the programme but still on site for delivery, including the Corn Exchange.
- The cost to the LPTIP is expected to be £14.209m with £10.406m external funding made up of Section 106 contributions and a contribution from West Yorkshire Plus Transport Fund - City Centre Package Given the overall pressure on the LPTIP programme, it has been necessary for the Corn Exchange Gateway scheme to undertake a Value Engineering exercise, to ensure the scheme remains within its affordability envelope.

Recommendations

The Chief Officer, Highways and Transportation is requested to:

- a) Note the Executive Board approval in June 2017 to progress the Corn Exchange Gateway proposals.
- b) Note the Executive Board approval on Feb 2020 to progress the Corn Exchange Gateway to detailed design and construction.
- c) Authorise the remaining expenditure needed of £3.1m from the Connecting Leeds Bus Infrastructure Package to carry out detail design and construction of the Corn Exchange Gateway.
- d) Note that a further report will be submitted to the Council's Executive Board concerning the Public Realm proposals.
- e) Approve the detailed design as submitted by the Delivery Partner, of the proposed Corn Exchange Gateway project to allow the project to progress into construction.
- f) The Chief Highways Officer is requested to give authority to the Development Partner (WSP in the Technical Assurance Role) and the LPTIP Package Board to approve the resolution to any issues which may emerge subsequent to approval, and in exceptional circumstances the new solution may need a Highways Board decision if there is no general acceptance or agreement of the solution across LCC departments.
- g) Approve the design and implementation of the proposed draft Traffic Regulation Orders (TRO) for the Corn Exchange Gateway (CEG) project to allow for progression of the scheme.
- h) Approve with reference to the powers contained in Section 66(4) of the Highways Act 1980, that the relevant lengths of footway and carriageway shown on drawings (Appendix C) as proposed cycle tracks are removed and that following the removal of the footways and carriageways, cycle tracks are constructed under the powers contained under the provisions of section 65(1) of the Highways Act 1980 for shared joint (or segregated where this is the case) use by pedal cyclists and pedestrians.

- i) Give authority to give Notice under the provisions of Section 63 of the Local Government (Miscellaneous Provisions) Act 1976 to remove, establish and amend Hackney Carriage Ranks throughout the scheme area (Appendices C & D).
- j) Request the City Solicitor to advertise the draft TROs as shown in Appendix D, and if no valid objections are received, to make, seal and implement the Orders as advertised.
- k) Accept the dedication of land at Asda House and enter into the required deed. The extents of the land to be dedicated are shown in Appendix G.

1. Purpose of this report

- 1.1 Funding approval, and approval in principle was obtained for the Corn Exchange Leeds Public Transport Investment Programme at Executive Board in February 2020.
- 1.2 This Report looks to obtain approval of the detailed design as submitted by the Delivery Partner, and acknowledge the Value Engineering exercise that has been necessary to ensure the scheme remains within the approved budget.
- 1.3 This report also seeks to obtain approval to advertise the draft TROs associated with the CEG scheme, and if no objections are received to make, seal and implement the orders as advertised.

2. Background information

- 2.1 Much of the context and policy background for this project is contained within the Executive Board Report (which is appended to this Report - Appendix A), and this Report concentrates on the detailed design and the Traffic Regulation Orders necessary to progress the proposals.
- 2.2 The Full Business Case for the Corn Exchange Gateway scheme was submitted to the Combined Authority on 1st May 2020 and received delegated approval from the Combined Authority in August 2020. The FBC plus costs was submitted to the Combined Authority on 1st November 2020.
- 2.3 Enabling works commenced in August 2020 north of the river with construction starting in December 2020. Construction south of the river is due to commence in January 2021 with scheme completion north and south of the river in early February 2022.

3. Main issues

- 3.1 The Corn Exchange Gateway schemes seek to address and implement the following.
- 3.2 Bus Priority
 - The scheme proposes to introduce Bus, Taxi and Cycle orders, which will allow enforcement to be operated by the Leeds City Council Parking Service using Bus Lane Enforcement cameras.

- Traffic signalised junctions are proposed to be upgraded with adaptive technology systems, allowing real-time changes to be made to reduce traffic waiting times and allow a greater level of priority for buses and pedestrians.
- The scheme predominantly uses Bus Gates to provide the bus priority, at key locations throughout the CEG scheme.
- In addition, there is one contraflow bus lane, running eastbound along Boar Lane from its junction with Mill Hill to Lower Briggate. This will operate 24 hours a day, seven days a week (24-hour contra-flow bus lanes cannot be times).
- Morning (7am-10am) and evening (4pm–7pm) peak period bus gates will operate in both directions on Duncan Street and Vicar Lane (between Ludgate Hill and Kirkgate). The bus gate on York Street will operate in the westbound direction only in the morning and evening peak periods, west of its junction with Duke Street. These hours are proposed so that businesses affected by the restrictions can continue to operate efficiently by being able to load and unload during the inter-peak and off-peak periods, i.e. 10am-4pm and 7pm-7am.
- An evening only (4pm-7pm) westbound bus gate on Kirkgate at the junction of Wharf Street is also proposed. This ensures that loading traffic can access the pedestrian core via Kirkgate during the 7am-10.30am period and blue badge holders can access the blue badge parking on Central Road during the 10.30am-4pm period, whilst ensuring that buses are able to benefit in the westbound direction during the evening peak hour period when bus delays in the city centre are most severe. There is an outstanding Planning Permission on the Crown Street Car Park with an access on south side of Kirkgate. This access can still be maintained should the development go ahead.
- The key element which provides bus priority and alleviates congestion on the whole scheme, are the timed bus gates on Leeds Bridge, which will operate 7am – 7pm in both directions at least during the construction phase, and afterwards subject to further consultation. Local junction modelling, and microsimulation modelling, has demonstrated that this will significantly reduce northbound traffic on Lower Briggate, and eastbound traffic on Duncan Street, New York St, and York Street throughout the whole working day and commuting periods, providing bus benefits during the inter-peak period when the other bus gates will not operate. Further, these bus gates will reduce southbound traffic on Meadow Lane, which will benefit buses throughout the day.
- Meadow Lane is currently a dual carriageway with at least two lanes in each direction; the scheme will comprehensively reconfigure the nature of Meadow Lane, which will facilitate the development of the City Park and a development site. On Meadow Lane itself, the scheme will feature double bus lay-bys in each direction, and new shelters.

3.3 Hackney Carriages

- Hackney carriages will continue to be permitted access throughout the area via the new bus gates and bus lanes. All bus stops within the scheme will be designated to allow Hackney Cabs to wait at these stops from midnight to 5am.

- The Lower Briggate Hackney double rank has been removed, as it is almost entirely used as a City Station ‘feeder’ Rank, and the City Station team have proposals to relocate the City Station Hackney carriage rank from New Station Street to Bishopgate. Since Lower Briggate is busier in the evening and at night, two separate 7pm-7am Ranks, which accommodate two Hackney Cabs each, have been provided.
- The large rank on Meadow Lane, which is rarely used by the Hackney trade, has also been removed. This will be replaced with other ranks around the Southbank which are better suited to the changing nature of the area, and which will be able to feed the proposed new City Station ranks on Bishopsagate St, and Swinegate when necessary.
- Overall there is a small reduction in the overall number of Ranks in the scheme area, but the scheme retains sufficient ranks of an appropriate size, to meet demand in all parts of the scheme area as revealed by the Unmet Demand Survey and subsequent surveys by the Development Partner (Appendix E).
- Allow Hackney Carriages to wait in Bus Stops in the scheme area, when bus services are not operating at these stops.

3.4 Private Hire Vehicles

- With the exception of the contra-flow bus lane on Boar Lane (which must operate at all times to comply with traffic regulations), no bus priority measures will operate between 7pm to 7am, so that private hire vehicles can continue to serve the evening and night-time economy.
- Segments of York Street and Call Lane (between The Calls and Bridge End) have been designated as short-stay (10 minutes, no return within one hour) parking areas, so that private hire vehicles can pick-up and drop-off customers on the edge of the city centre.

3.5 Disabled Badge Holder Only Bays

- A short length of blue badge parking provision on Central Road, will need to be removed to facilitate loading and unloading and refuse vehicles. Surveys reveal that this blue badge parking area is not fully utilised, but it remains an important part of our accessible parking offer, so it is proposed to retain the remainder of the Blue Badge parking provision on Central Road.
- New blue badge provision has been created on a 50m length of Cross York Street (roughly seven bays) and six existing pay-and-display bays on The Calls will be converted to Disabled Badge Holder Only Bays. Both areas will offer parking for four hours.
- Four existing pay and display bays on Water Lane are to be converted to Disabled Badge Holder Bays, in addition to four existing pay and display bays on The Calls that are to be converted to Disabled Badge Holder Bays
- In choosing these locations, we have sought to minimise the distance between the new locations of Blue Badge Holder Only Bays and key city centre attractions.
- Overall, we have provided a slightly greater number of Disabled Badge Holder Only Bays than we have removed. (Appendix E)

3.6 Cycling

- Lower Briggate will remain one-way northbound for vehicles but with a new bi-directional cycle lane. This provides a coherent and continuous protected cycle route to/from the city centre from the south and provides wider footways to facilitate accessible footways, street trees and new pavement cafes.
- There will also be a protected contra-flow cycle lane on the most northerly section of Call Lane (between Crown Street and Kirkgate).
- The cycle provision will also feature a segregated bi-directional cycle lane on the east side of the carriageway on Meadow Lane, and this will continue up over Leeds Bridge to link up with the dedicated provision on Lower Briggate.

3.7 Corn Exchange Public Realm

- A core element of the scheme is the facilitation of the reconfiguration of the area in front of the Corn Exchange as public realm. This removes the north east bound carriageway of Call Lane between its junction with Duncan Street in the west and its junction with Crown Street in the east. This will be replaced with a public realm area, although it will still be designated as Public Highway.
- A segregated bi-directional cycle facility will run across the 'Plaza' through the public realm area, from the southern end of New Market Street to Crown Street.
- Bus stops and shelters are retained on the New Market Street aspect, and it is proposed that the Air Quality Monitoring station will be placed between the two bus shelters on the east side of New Market Street.
- The detail of the Public Realm will be dealt with by a separate report, to be submitted to the Council's Executive Board.

3.8 Meadow Lane Area

- While the development of the City Park, is an entirely separate scheme the re-development of Meadow Lane is a key facilitating factor.
- Meadow Lane is currently a four lane dual carriageway; the scheme looks to comprehensively change the nature of Meadow Lane, which will facilitate the development of the City Park.
- The Traffic Regulation Orders on areas of highway that will be made redundant as a result of the scheme and on a section of Water Lane will be revoked to prepare these areas for forthcoming developments. Consultation on these development proposals has been extensive and are on-going.
- An element of the forthcoming city park development requires that 20 Pay & Display bays on Kidacre Street will be converted into 'working week' permit parking bays. Outside of these hours they will continue to operate as Pay and Display.

3.9 Land at Asda House

- The scheme requires a small parcel of Asda land to be dedicated as highway land in order to create a new signalised junction on Meadow Lane at the Asda house entrance/exit, which is a key part of the Meadow Lane component of the scheme.
- The legal implications of this are covered in section 4.5.

3.10 General Traffic Restrictions

- Time restricted servicing arrangements are proposed to be introduced in order to reduce general traffic volumes. This will not reduce the current level of servicing available to local businesses and access provision to private parking arrangements will be maintained.
- Particular care and analysis has occurred to ensure that the provision of Bus Gates, and their hours of operation, ensure that the eastbound movement along Boar Lane, Duncan Street, and New York and York St is managed, including at the weekends. Traffic modelling reveals that the measures contained within this Report, should be sufficient to alleviate or remove these eastbound issues. However some movements, such as U-Turning, are difficult to model, and should the restrictions described in this report require bolstering, the option remains to increase the hours of, for instance, the enforcement camera, at the junction of York Street and Duke Street.
- Waiting and loading restrictions are proposed to continue alongside the bus gates to prevent obstructive parking and to keep the carriageways clear for all traffic.

3.11 Value Engineering (see Appendix F)

- Overall pro-active Value Engineering has been on-going since the submission of the Outline Business Case. However as an element of submission of the FBC+ on November 1st the process intensified.
- This was necessary as a result of scheme increases in the following areas :
 - Additional traffic management and welfare support as a result of Covid 19.
 - A review of the programme management costs across the entire Bus Infrastructure package.
 - Uncertainty regarding the position of Statutory Undertakers equipment in the Meadow Lane area requiring additional Programme Risk items.
 - Additional transport modelling information required as the approval process proceeded.
 - Ensuring the design is compliant with the recently released standards for cycle infrastructure design set out in LTN 1/20.
- Appropriately for a bus centred programme the prioritised measures are predominantly the 'core' bus measures on Duncan Street, Lower Briggate, New Market Street & Kirkgate, where the majority of the bus benefits are obtained.

- Where value engineering of certain lengths of street has been necessary, the proposals are to implement measures which will assist bus priority and reliability; for example, we will still provide new bus shelters shelters and buff tarmac build-outs on New York St and York Street.
- There are also measures which meet the wider objectives of the LPTIP Gateways turning Leeds into a world-class city centre and creating reasons to visit the city centre; the centre-piece of this is the Corn Exchange Public Realm area). In addition the section of Call Lane between New Market Street and the Calls (the Loop Road) which the scheme originally looked to close, will remain open to traffic but will benefit from wider footways which was successfully trialled this summer and autumn.
- Whilst the material quality has been retained in the area of Meadow Lane adjacent to the City Park, there has also been some reduction in the quality of materials proposed for the southern-most segment of Meadow Lane, south of the Asda Petrol Filling Station exit. The cycle provision between Meadow Lane and the A61 has been maintained, but the junction proposals which linked up with the City Connect 3 scheme going further south on Meadow Lane, will need to be provided by the City Connect.
- Before submission of the FBC+ the changes were approved by LPTIP Bus Infrastructure Package Board.

3.12 Looking Forward

If there is a significant change in scope or deviation from the Detailed Design as described in this report, then any new proposal may need a further Report to the Chief Officer, if there is no general acceptance or agreement of the solution across LCC departments.

4. Corporate considerations

4.1 Consultation and engagement

- 4.1.1 Ward Members have been involved throughout the project, through regular updates, briefings and attending events. A further update was sent to them on 18th November regarding the advertising of the TRO's and to date no comments have been received.
- 4.1.2 The Executive Member has been briefed regularly as the scheme has developed and evolved. Specific briefings on the issues contained within this report occurred on September 22nd, and October 20th.
- 4.1.3 Police, Fire & Ambulance: After the initial wide scale consultation on the proposals of which the Emergency Services were one element, they were subsequently offered a separate briefing, which occurred. They have subsequently been consulted again on 17 November 2020 regarding these specific proposals, and to date no comments have been received.

- 4.1.4 Many of the principles for the Gateways regarding materials and crossings were established with the first initial Gateway the Headrow Gateway, with the mocking up of a materials pallet, demonstrated to users of the different equality strands what each material combination, would entail, and these principles have been carried through to the Corn Exchange. This culminated in an 'Away-Day' at the premises of the Delivery Partner, with a wide variety of Stakeholders, where the materials options were clearly demonstrated.
- 4.1.5 Extensive engagement has also occurred with the Freedom Quarter, the group which represents the businesses in and around Lower Briggate. As a result of this engagement, a decision was made to retain Lower Briggate as one-way northbound, and keep south bound traffic on Call Lane.
- 4.1.6 The Hackney Carriage representatives and the Access & UseAbility Group (AUAG) were engaged at a meeting in December 2019. As a result of Covid-19, and a number of other issues, no subsequent face to face meetings have been possible. Virtual meetings were offered but both groups felt unable to engage in virtual meetings. When it became clear that it would not be possible to meet, in the summer the LPTIP team issued a detailed kerb space consultation, to the Hackney Carriage and the AUAG- To date no response has been received to this detailed consultation from either group.
- 4.1.7 Feedback has been received from the Leeds Disabled People's Organisation (LDPO) and the Disability & Wellbeing Network (DAWN) – the Council's own disability group. The scheme proposals have been developed in close liaison with the City Development Access Officer, and the Highways and Transportation Access officer.
- 4.1.8 The Private Hire Operators and Drivers representatives have been consulted through the briefings organised by the Licensing section. Some concern regarding the increased enforcement entailed within the scheme were voiced, although no specific comments were received. A further update has been sent to them.
- 4.1.9 The initial proposals were discussed with the Leeds Cycling Forum and in more detail with the Leeds Cycling Forum (Design) Sub-Group. The proposals have subsequently been reviewed again with the Sub-Group, and the elected member Active Travel Lead.
- 4.1.10 Internal consultations on the proposals have been undertaken throughout the development of the scheme and this continues as it is finalised. Weekly Design Meetings have been held, and continue to be held, with key internal stakeholders from within the Service and City Development, and the Development and Delivery Partner. Consultation has occurred and is ongoing with WYCA Bus Network Planners and the proposals are aligned with the City Centre Bus Stop Review.
- 4.1.11 Around 50 large landowners, employers, volunteer groups, services, or civic institutions near potential changes or with city-wide interest were contacted. Of those contacted, 19 organisations accepted meetings and many others have been in discussion via letter or email. Prior to public engagement, more than 360 smaller businesses were visited to ask about their loading and delivery needs, and to make them aware of the upcoming consultation.
- 4.1.12 A public consultation phase on the plans was held for five weeks in October and November 2019, including exhibition at a stall in the market.
- 4.1.13 Feedback has been positive, but inevitably some concerns have been raised by businesses with regards to their loading/unloading abilities The design has incorporated amendments arising out of this process to accommodate as many

needs as possible. Further engagement is planned during the ongoing development of the scheme.

4.1.14 A 'Facebook Live' event was held on November 17th, where the proposals were also positively received, and will continue to be available for some time.

4.2 Equality and diversity / cohesion and integration

4.2.1 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 LPTIP proposals. This will continue forward in 2020. More direct engagement continues with the AUAG.

4.2.2. An extensive Equality, Diversity, Cohesion and Integration Assessment has been prepared and is included as Appendix B. The response deals with the issues raised in the Screening Assessments, and its key actions are summarised here but are available in full in the ECDI itself.

- Disabled parking spaces will be provided where they can be easily accessed by car (e.g. The Calls, Cross York Street) in a number that should help ensure good level of availability (at least six at each location).
- Hackney Carriage ranks are being retained wherever possible; especially those operating at times when bus service reduce or cease. The key 24 hour taxi rank on Boar Lane will be retained.
- Hackney Carriage ranks positioned at footway level will have a contrasting surface to assist visually impaired people.
- Hackney Carriages continue to be permitted to use the public transport box, and are able to operate a hail and ride service within the box.
- The public realm around the Corn Exchange should contain a navigable line that blind and partially sighted people can follow to access bus stops and crossings.
- The new Bus Shelters will feature Real Time Information, and also verbal information. The new Core Network branding,
- Cycle tracks will have a kerb segregation and colour/ tonal contrast to aid navigation. Formal crossings will be provided in areas of high pedestrian flow so that pedestrians have a clear priority, in line with the standards set in the LTN1/20.

4.3 Council policies and the Best Council Plan

4.3.1 The anticipated benefits of using the 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 Best Council Plan 2020/21 priorities for inclusive growth, sustainable infrastructure and becoming a child-friendly city.

4.3.2 The Connecting Leeds funded projects will also contribute to the objectives of the Our Spaces Strategy, HS2 Growth, West Yorkshire Transport Strategy, Leeds Integrated Station Masterplan, City Region Connectivity and Leeds Living.

Climate Emergency

- 4.3.3 With the Climate Emergency declaration the Connecting Leeds team have been working with partners to quantify greenhouse gas changes. The predicted reduction in greenhouse gas emissions over 60 years as a result of modal-shift is - 15,947 tonnes of CO₂e (from delivered schemes). This is equivalent to over £5 million of carbon savings and 13.4 million car trips. Approximately 47,000 trees would need to be planted to achieve this same reduction over 60 years but transport investment will contribute more quickly.
- 4.3.4 Currently it is proposed that the scheme will plant around 40 trees.
- 4.3.5 The wider goals of the City Centre Gateways - programme beyond just the transformation of public transport provision provided by; walking and cycling infrastructure, new city centre public realm and pedestrianisation, will also add to the delivery of clean growth in Leeds.

4.4 Resources, procurement and value for money

Connecting Leeds - Corn Exchange Gateway

| Authority to spend Feb 20 EB currently with approvals | TOTAL £000's | TO MARCH 2020 £000's | FORECAST | | |
|--|-----------------|----------------------------|-------------------|-------------------|---------------------|
| | | | 2020/21 £000's | 2021/22 £000's | 2022 & 0n £000's |
| CONSTRUCTION | 16,811.0 | 0.0 | 3,786.9 | 13,024.1 | |
| DESIGN FEES | 4,689.0 | 1,999.9 | 2,689.1 | | |
| TOTALS | 21,500.0 | 1,999.9 | 6,476.0 | 13,024.1 | 0.0 |
| | | | | | |
| Authority to Spend required for this currnet approval | TOTAL £000's | TO MARCH 2020 £000's | FORECAST | | |
| | | | 2020/21 £000's | 2021/22 £000's | 2022 & 0n £000's |
| CONSTRUCTION | 3,115.0 | | | 2,616.8 | 498.2 |
| DESIGN FEES | 0.0 | | | | |
| TOTALS | 3,115.0 | 0.0 | 0.0 | 2,616.8 | 498.2 |
| | | | | | |
| Total overall Funding Corn Exchange Gateway | TOTAL £000's | TO MARCH 2020 £000's | FORECAST | | |
| | | | 2020/21 £000's | 2021/22 £000's | 2022 & 0n £000's |
| LCC Supported Borrowing | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Section 106/278 | 905.6 | 0.0 | 0.0 | 905.6 | 0.0 |
| Government Grant DFT | 14,209.4 | 1,999.9 | 6,476.0 | 5,235.3 | 498.2 |
| WY+TF | 9,500.0 | 0.0 | 0.0 | 9,500.0 | 0.0 |
| Total Confirmed Funding | 24615.0 | 1999.9 | 6476.0 | 15640.9 | 498.2 |
| | | | | | |
| Total Funding Balance | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

- 4.4.1 Funding approval and authority to spend of £21.5m has been obtained for the scheme from the Executive Board in February 2020. A further Executive Board report titled 'Connecting Leeds Update and Financial Consolidation' Report was

presented to Executive Board In November where the current resources and expenditure were set out.

4.4.2 To reconcile the Corn Exchange scheme approvals to the November Report a further £3.115m works from the existing Bus Infrastructure Package are sought from this report.

4.4.3 The scheme funding overall is :-

| Funding Source | £(M) |
|-----------------------|-------------|
| LP TIP | 14.209 |
| WY+TF (CCP) | 9.5 |
| Public Transport S106 | 0.906 |
| | 24.615 |

This figure includes £0.361M for the Public Realm area, which would be the equivalent cost for the basic re-instatement of the area, if the public realm scheme were not to go ahead. A further report will be submitted for the Public Realm scheme as a whole.

4.4.4 Schemes to be delivered from the Connecting Leeds funding are required to be in contract (FBC+ approval) or substantially completed by the end of March 2021. There are a number of schemes which will be in contract before the end of the programme but still on site for delivery, including the Corn Exchange.

4.4.5 An extensive value engineering exercise has occurred (detailed above) which has removed some elements of the scheme.

Capital Funding and Cashflow

4.4.6 All ongoing revenue lifecycle maintenance costs arising from this scheme will be quantified as the scheme design develops and will be managed through existing revenue budgets.

4.4.7 The Corn Exchange Gateway scheme involves the removal of Council Pay and Display Car Parks at Meadow Lane. Liaison with Parking Services has occurred as the scheme has developed, and the estimated reduction in parking income has been built into the Medium Term Financial Strategy.

4.4.8 This loss of income will be partially offset by the series of Bus Lane Enforcement Cameras which aim to ensure that the bus priority measures, are effective, and do provide some income for the Council. However if the cameras are effective over time then the revenue generated will reduce, albeit while the traffic management benefits increase.

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.

4.5.2 The scheme requires that a portion of private land at Asda House is dedicated as highway land in order to create a new signalised junction on Meadow Lane.

Extensive engagement with Asda has taken place during the development of the scheme to obtain Asda's acceptance of the proposed scheme, including the need to dedicate this area of land. Asda will offer to dedicate this area of land as highway land and Leeds City Council will be invited to enter into the required deed. This legal process follows the provisions of section 38 of the Highways Act 1980. The extents of the land to be dedicated are shown in Appendix G. The Chief Highways Officer will be requested to accept the dedication of land Asda House and enter into the required deed.

4.5.3 This scheme includes cycle tracks on the following streets (as shown in the drawings in Appendix C):

- Meadow Lane,
- Hunslet Road,
- Leeds Bridge,
- Bridge End,
- Lower Briggate, and
- Call Lane.

Cycle tracks within the public highway are created by a Highway Authority under sections 65 and 66 of the Highways Act 1980.

4.5.4 This report is classed as a key decision and is eligible for call-in.

4.5.5 There is no exempt or confidential information contained within this report.

4.6 Risk management

4.6.1 The 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 The scheme is subject to monthly regular risk review meetings. A number of risk review workshops and scenario planning meetings have also been held with the Delivery Partner specifically to assess the impact of Covid-19 in terms of best case, worst case and likely case working out the likely preliminary costs and delays.

5. Conclusions

5.1 The proposals described in this report represent a key element of the LPTIP and will make a significant contribution to the development of Leeds' transport infrastructure and therefore for Leeds to become carbon neutral by 2030.

6. Recommendations

The Chief Officer, Highways and Transportation is requested to:

- a) Note the Executive Board approval in June 2017 to progress the Corn Exchange Gateway proposals.
- b) Note the Executive Board approval on Feb 2020 to progress the Corn Exchange Gateway to detailed design and construction.

- c) Authorise the remaining expenditure needed of £3.1m from the Connecting Leeds Bus Infrastructure Package to carry out detail design and construction of the Corn Exchange Gateway.
- d) Note that a further report will be submitted to the Council's Executive Board concerning the Public Realm proposals.
- e) Approve the detailed design as submitted by the Delivery Partner, of the proposed Corn Exchange Gateway project to allow the project to progress into construction.
- f) The Chief Highways Officer is requested to give authority to the Development Partner (WSP in the Technical Assurance Role) and the LPTIP Package Board to approve the resolution to any issues which may emerge subsequent to approval, and in exceptional circumstances the new solution may need a Highways Board decision if there is no general acceptance or agreement of the solution across LCC departments.
- g) Approve the design and implementation of the proposed draft Traffic Regulation Orders (TRO) for the Corn Exchange Gateway (CEG) project to allow for progression of the scheme.
- h) Approve with reference to the powers contained in Section 66(4) of the Highways Act 1980, that the relevant lengths of footway and carriageway shown on drawings (Appendix C) as proposed cycle tracks are removed and that following the removal of the footways and carriageways, cycle tracks are constructed under the powers contained under the provisions of section 65(1) of the Highways Act 1980 for shared joint (or segregated where this is the case) use by pedal cyclists and pedestrians.
- i) Give authority to give Notice under the provisions of Section 63 of the Local Government (Miscellaneous Provisions) Act 1976 to remove, establish and amend Hackney Carriage Ranks throughout the scheme area (Appendices C & D).
- j) Request the City Solicitor to advertise the draft TROs as shown in Appendix D, and if no valid objections are received, to make, seal and implement the Orders as advertised.
- k) Accept the dedication of land at Asda House and enter into the required deed. The extents of the land to be dedicated are shown in Appendix G.

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.