



## Report to the Chief Officer (Highways and Transportation)

Date: 09 February 2021

Subject: CIP Phase 2 Schemes – Injection of development funding from Corridor Improvement Programme

Capital Scheme Number: 33417, 33419, 334XX

Are specific electoral wards affected?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, name(s) of ward(s): Adel & Wharfedale, Chapel Allerton, Gipton & Harehills, Little London & Woodhouse, Roundhay, Weetwood	
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 type="checkbox"/> Yes <input checked="" 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 West Yorkshire Corridor Improvement Programme (CIP) will deliver a series of low and medium cost highway interventions on strategic highway corridors on the Key Route Network (KRN), to address barriers to economic growth through reducing congestion and facilitating employment and housing growth.
- Leeds have identified areas along the A58, A660 and A61 where congestion contributes to unreliable and poor journey times impacting on private, public and sustainable transport. All three are key arterial routes into the city serving local populations and district centres as well as being a key route into the city for communities beyond the outer ring road.
- In March 2019 Leeds declared a climate emergency with the stated goal of becoming carbon neutral by 2030. Transport accounts for a significant proportion of emissions necessitating improvements to transport infrastructure to promote more sustainable travel.
- West Yorkshire Combined Authority (WYCA) have allocated funding to develop proposals for improvements on each corridor, with funding for delivery limited to one scheme and progression through the WYCA appraisal process.

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

The CIP Phase 2 schemes are designed to align with the following Leeds City Council's Best City priorities as laid down in the Best Council Plan 2019/20 – 2020/21:

### **Sustainable Infrastructure**

- Delivers renewed and reliable infrastructure to communities in East Leeds and also long distance commuters, providing improved connectivity to the City Centre by sustainable modes.
- Improve local air quality and local environment in line with Leeds' commitment towards Climate Emergency by encouraging modal shift from private motor vehicles to sustainable modes.
- The proposed schemes have interfaces and links with other schemes planned in Leeds including LPTIP, ELOR and the Cycle Superhighway.

### **Inclusive Growth**

- Enhance connectivity and access benefits for local residents and communities in Leeds with growing employment and training opportunities in the City Centre and the wider region.
- Supports the delivery of the East Leeds extension in terms of housing and commercial growth, increase access to employment, services, training, education, etc.

## **3. Resource Implications**

- Funding will be drawn wholly from the WYCA Corridor Improvement Programme Phase 2 totalling £47.3 million. This is allocated for the development of 8 schemes across the region with delivery of five. Delivery funding is currently allocated to one scheme per local authority area. Additional funding may be released at a later date allowing for delivery of a 6<sup>th</sup> scheme, subject to prioritisation by WYCA.
- In September 2020 WYCA approved the allocation of funds for Leeds to develop three schemes to decision point 3 (Outline Business Case) with further funding for delivery contingent on progression through the appraisal process.
- The three schemes submitted by Leeds were initially developed under the Leeds Public Transport Improvement Programme (LPTIP) and as such are all currently progressing through WYCA appraisal to decision point 3. Transfer to the Corridor Improvement Programme would refund development money spent to date back to LPTIP.
- The CIP Phase 2 funding will allow development of the schemes through to Decision Point 4 (Full Business Case).
- Based on appraisal of the SOC submitted to WYCA the A58 Roundhay Road scheme is the current lead project and the only one with full funding allocated to Decision Point 5 (Full Business Case + Costs including delivery).

## **Recommendations**

The Chief Officer (Highways and Transportation) is requested to:

- i) Sign and agree the terms set out in the funding agreements deed between WYCA (funder) and LCC (recipient).

- ii) Note the funder has agreed to pay the grant to the recipient solely for the CIP Phase 2 project in accordance with the terms and conditions set out in the funding agreement.
- iii) Note the work undertaken to date on these projects under LPTIP.

## **1. Purpose of this report**

1.1 This report seeks the approval from the Chief Officer (Highways and Transportation) for the injection of £2,967,883 development funds from the Corridor Improvement Programme (Phase 2) into the LCC Capital Programme and to authorise entering into a Funding Agreement with WYCA for supply of the funds. The funding allocated between the three schemes such that;

- A58 Roundhay Road - £1,259,000
- A660 Lawnswood Roundabout - £825,807
- A61 Scott Hall Road - £883,076

## **2. Background information**

2.1 The LPTIP was a comprehensive programme of works across the city to improve public transport reliability and journey times, and provide enhancements to support sustainable travel across the city. The programme was ambitious and advanced many schemes to a basic design stage to test for viability. Due to over programming there was insufficient funds to advance all schemes developed by LPTIP.

2.2 The objectives of the Corridor Improvement Programme align with those of LPTIP and three schemes were submitted to WYCA for transfer between the programmes. CIP Phase 2 will cover development costs for previous work and to the next stage at decision point 4 (Full Business Case) and including completing detailed design and additional stakeholder engagement where required.

2.3 Phase 2 of the Corridor Improvement Programme currently only has sufficient funds to deliver one scheme, currently expected to be the A58, subject to progression through the appraisal and assurance process.

2.4 Further funding for delivery may become available pending the outcome of submitted bids to the Local Pinch Point Fund and Major Roads Network, releasing other currently allocated funds within CIP Phase 1.

2.5 The CIP would provide funding to cover the development costs to date, allowing for the refund of the £1m spent to date back into LPTIP.

## **3. Main issues**

3.1 All three schemes are on radial corridors where congestion contributes to unreliable and poor journey times impacting on private, public and sustainable transport. All three are also key arterial routes into the city serving local populations and district centres as well as being a key route into the city for communities beyond the outer ring road.

3.2 The corridors suffer from poor public transport reliability and a lack of facilities that promote safe sustainable travel. This creates barriers to modal shift and promotes reliance on private vehicles which in turn furthers congestion issues.

3.3 The lack of rail services in this sector of the district furthers the reliance on private car and the importance of improving public transport for trips starting further afield.

## **4. Corporate considerations**

### **4.1 Consultation and engagement**

- 4.1.1 The Executive Member for Climate Change, Transport and Sustainable Development has been briefed on the transfer of the selected schemes from LPTIP into CIP Phase 2. Due to previous development work under LPTIP the schemes have varying levels of previous ward member and public engagement.
- 4.1.2 The A58 Roundhay Road has had one round of public engagement in Spring 2019. Further public consultation and ward member engagement is planned in 2021 ahead of full business case submission to WYCA.
- 4.1.3 The A61N Scott Hall Road has had three rounds of public consultation and regular engagement with the ward members. Feedback from the latest round is significantly positive with very little negative connotations associated with the scheme. No further public consultation is planned, and a ward member update will be issued ahead of full business case submission to WYCA.
- 4.1.4 The A660 Lawnswood Roundabout scheme completed two rounds of public and ward member engagement. The scheme received a high volume of feedback resulting in significant design changes. The scheme is incorporating this feedback to develop a new design which will require further public engagement ahead of full business case submission to WYCA.

### **4.2 Equality and diversity / cohesion and integration**

- 4.2.1 An Equality, Diversity Cohesion and Integration Screening (EDCI) has been undertaken on this report. Individual schemes within the wider programme will also have their quality impacts assessed as they progress through the approval process, where the appropriate EDCI assessment procedure will be invoked.

### **4.3 Council policies and the Best Council Plan**

- 4.3.1 The CIP Phase 2 schemes align with the following Leeds City Council's Best City priorities as laid down in the Best Council Plan 2019/20 – 2020/21:

#### Sustainable Infrastructure

- Delivers renewed and reliable infrastructure to communities in North & East Leeds and also long distance commuters, providing improved connectivity to the City Centre by sustainable modes.
- Improve local air quality and local environment in line with Leeds commitment towards Climate Emergency by encouraging modal shift from private vehicles to sustainable modes.
- The scheme has interfaces and links with other schemes planned in Leeds including LPTIP, ELOR, and the City Connect Cycle Superhighway.

#### Inclusive Growth

- Enhance connectivity and access benefits for local residents and communities in East Leeds with growing employment and training opportunities in the City Centre and the wider region.
- Supports the delivery of the East Leeds extension in terms of housing and commercial growth, increase access to employment, services, training, education, etc.

#### **4.4 Climate Emergency**

- 4.4.1 The scheme proposals are focused on delivering benefits to public and sustainable transport in order to reduce journey times, improve reliability, provide segregated cycling facilities, improved pedestrian facilities and increased road safety. This will help to encourage modal shift from private car to more sustainable modes.
- 4.4.2 As the schemes develop the carbon benefits will be assessed on a more detailed individual basis and reported to both LCC and WYCA oversight boards.
- 4.4.3 During the construction phases of this project there will be some unavoidable negative effects, 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.

#### **4.5 Resources, procurement and value for money**

- 4.5.1 All funding for the schemes will be provided by the Corridor Improvement Programme Phase 2, drawn from the West Yorkshire Transport Fund.
- 4.5.2 The schemes will be managed by officers from LCC, with appraisal and oversight of the business case submissions conducted by officers from WYCA.
- 4.5.3 Procurement of design and development partners will be through the LCC 2020 Consultant Framework which requires competitive tender by approved partners. Similarly the construction partner will be appointed through the LCC 2021 Construction Framework which requires competitive tender from approved partners.

#### **4.6 Legal implications, access to information, and call-in**

- 4.6.1 LCC Legal Officers have reviewed the content of the Funding Agreement and are happy with the content.
- 4.6.2 This is a key decision and is eligible for call-in.

#### **4.7 Risk management**

- 4.7.1 LCC and WYCA already have procedures in place to ensure current and future COVID-19 restrictions have minimal impact on their day to day work and ability to deliver projects in time and within budget. Any appointed consultant will be required to operate to these procedures.
- 4.7.2 An initial risk workshop will be undertaken to review the risks identified once design and construction partners are appointed to agree how best to manage and mitigate scheme specific risks. Each of the identified risks will be allocated to an individual who will be responsible with managing, mitigating or transferring risks. Key risks will be flagged up at the appropriate project boards.
- 4.7.3 All the risks will be collated in a risk register which will be updated, reviewed and maintained throughout the life of the scheme to minimise the impact of risk to the project.

- 4.7.4 CIP already has a Programme Board and Project Board chaired by senior LCC and WYCA staff for monitoring, scrutiny and approval of existing Phase 1 schemes. Phase 2 schemes will report to the same boards.
- 4.7.5 Regular engagement with Members and public consultation events (including virtual events) offer the opportunity to feed into and refine the designs ahead of FBC submission to reduce risk of objection to the scheme.

## **5. Conclusions**

- 5.1 The proposed corridors suffer significant congestion impacting on all users. Proposals are targeted at improving public and sustainable transport with slight benefits for private transport.
- 5.2 The proposals have already been subject to a significant amount of development and scrutiny during development with LPTIP. This will be continued under CIP Phase 2.
- 5.3 The individual schemes will continue to consult the Executive Member for Transport and pass before the Chief Highways Officer for approval before finalising the design, and progression to construction.
- 5.4 Approve entering into a funding agreement will allow LCC to access development money from WYCA to continue scheme development, and cover costs incurred to date under LPTIP.

## **6. Recommendations**

- 6.1 The Chief Officer (Highways and Transportation) is requested to:
- i) Sign and agree the terms set out in the funding agreements deed between WYCA (funder) and LCC (recipient).
  - ii) Note the funder has agreed to pay the grant to the recipient solely for the CIP Phase 2 project in accordance with the terms and conditions set out in the funding agreement.
  - iii) Note the work undertaken to date on these projects under LPTIP.

## **7. Background documents<sup>1</sup>**

- 7.1 None.

## **8. Appendices**

- 8.1 EDCI Screening

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<sup>1</sup> 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.

## Appendix 1

### Equality, Diversity, Cohesion and Integration Screening

As a public authority we need to ensure that all our strategies, policies, service and functions, both current and proposed have given proper consideration to equality, diversity, cohesion and integration.

A **screening** process can help judge relevance and provides a record of both the **process** and **decision**. Screening should be a short, sharp exercise that determines relevance for all new and revised strategies, policies, services and functions. Completed at the earliest opportunity it will help to determine:

- the relevance of proposals and decisions to equality, diversity, cohesion and integration.
- whether or not equality, diversity, cohesion and integration is being or has already been considered, and
- whether or not it is necessary to carry out an impact assessment.

<b>Directorate: City Development</b>	<b>Service area: Highways and Transportation</b>
<b>Lead person:</b> Robert Mason	<b>Contact number:</b> 0113 37 84796

<b>1. Title:</b> CIP Phase 2 Schemes – Injection of development funding from Corridor Improvement Programme		
Is this a:		
<input type="checkbox"/> <b>Strategy / Policy</b>	<input type="checkbox"/> <b>Service / Function</b>	<input checked="" type="checkbox"/> <b>Other</b>
<b>If other, please specify;</b> Funding agreement		

<b>2. Please provide a brief description of what you are screening</b>
<p>Entry into a funding agreement with West Yorkshire Combined Authority in order to pursue development of highways schemes on the A58 Roundhay Road, A61 Scott Hall Road and at the A660 Lawnswood Roundabout. These schemes have previously been approved for development as part of the Leeds Public Transport Improvement Programme (LPTIP).</p> <p>Screening was conducted on the principles of each scheme as part of Executive Board approval in July 2017. Further screenings will be conducted as the individual schemes develop and progress through the approvals process.</p>

<p><b>3. Relevance to equality, diversity, cohesion and integration</b>          All the council's strategies and policies, service and functions affect service users, employees or the wider community – city wide or more local. These will also have a</p>
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greater or lesser relevance to equality, diversity, cohesion and integration.

The following questions will help you to identify how relevant your proposals are.

When considering these questions think about age, carers, disability, gender reassignment, race, religion or belief, sex, sexual orientation. Also those areas that impact on or relate to equality: tackling poverty and improving health and well-being.

Questions	Yes	No
Is there an existing or likely differential impact for the different equality characteristics?		X
Have there been or likely to be any public concerns about the policy or proposal?		X
Could the proposal affect how our services, commissioning or procurement activities are organised, provided, located and by whom?		X
Could the proposal affect our workforce or employment practices?		X
Does the proposal involve or will it have an impact on <ul style="list-style-type: none"> <li>• Eliminating unlawful discrimination, victimisation and harassment</li> <li>• Advancing equality of opportunity</li> <li>• Fostering good relations</li> </ul>		X

If you have answered **no** to the questions above please complete **sections 6 and 7**

If you have answered **yes** to any of the above and;

- Believe you have already considered the impact on equality, diversity, cohesion and integration within your proposal please go to **section 4**.
- Are not already considering the impact on equality, diversity, cohesion and integration within your proposal please go to **section 5**.

<p><b>4. Considering the impact on equality, diversity, cohesion and integration</b></p>
<p>If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.</p> <p>Please provide specific details for all three areas below (use the prompts for guidance).</p>
<ul style="list-style-type: none"> <li>• <b>How have you considered equality, diversity, cohesion and integration?</b> (think about the scope of the proposal, who is likely to be affected, equality related information, gaps in information and plans to address, consultation and engagement activities (taken place or planned) with those likely to be affected)</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Key findings</b> (think about any potential positive and negative impact on different equality characteristics, potential to promote strong and positive relationships between groups, potential to bring groups/communities into increased contact with each other, perception that the proposal could benefit one group at the expense of another)</li> </ul>



<ul style="list-style-type: none"> <li>• <b>Actions</b> (think about how you will promote positive impact and remove/ reduce negative impact)</li> </ul>
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<p><b>5. If you are <b>not</b> already considering the impact on equality, diversity, cohesion and integration you <b>will need to carry out an impact assessment.</b></b></p>	
Date to scope and plan your impact assessment:	
Date to complete your impact assessment	
Lead person for your impact assessment (Include name and job title)	

<p><b>6. Governance, ownership and approval</b> Please state here who has approved the actions and outcomes of the screening</p>		
<b>Name</b>	<b>Job title</b>	<b>Date</b>
Sabby Khaira	LPTIP Executive Manager	
<b>Date screening completed</b>		26 Jan 2021

<p><b>7. Publishing</b> Though <b>all</b> key decisions are required to give due regard to equality the council <b>only</b> publishes those related to <b>Executive Board, Full Council, Key Delegated Decisions</b> or a <b>Significant Operational Decision.</b></p> <p>A copy of this equality screening should be attached as an appendix to the decision making report:</p> <ul style="list-style-type: none"> <li>• Governance Services will publish those relating to Executive Board and Full Council.</li> <li>• The appropriate directorate will publish those relating to Delegated Decisions and Significant Operational Decisions.</li> <li>• A copy of all other equality screenings that are not to be published should be sent to <a href="mailto:equalityteam@leeds.gov.uk">equalityteam@leeds.gov.uk</a> for record.</li> </ul> <p>Complete the appropriate section below with the date the report and attached screening was sent:</p>	
For Executive Board or Full Council – sent to <b>Governance Services</b>	Date sent:
For Delegated Decisions or Significant Operational Decisions – sent to appropriate <b>Directorate</b>	Date sent:
All other decisions – sent to <a href="mailto:equalityteam@leeds.gov.uk">equalityteam@leeds.gov.uk</a>	Date sent: