



## Report to Chief Officer Highways and Transportation

Date: 20 April 2021

**Subject: Leeds Public Transport Investment Programme (LPTIP); Stourton Park & Ride and associated Highway Improvements - Authority To Advertise (Draft) Traffic Regulation Orders (TROs), Speed Limit Orders (SLOs) and Off-Street Car Park Order (OSCPO)**

Are specific electoral wards affected?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, name(s) of ward(s): Middleton Park, Hunslet & Riverside	
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?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, access to information procedure rule number:	
Appendix number:	

## Summary

### 1. Main issues

- The Leeds Public Transport Investment 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 Stourton Park & Ride scheme and associated highway improvements.

- Previous Executive Board approvals have been obtained, for the principle and the funding of the scheme in June 2017 and July 2018. In January 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 a Park & Ride facility with up to 1200 spaces, located adjacent to M621 Junction 7 to intercept traffic travelling towards Leeds on the motorway network and the A61/A639 local road network thereby reducing traffic levels in the south of the City. A key element of this will be the implementation of an Off-Street Car Park Order (OSCPO), which will ensure appropriate enforcement of the various electric charging bays, disabled bays, motorcycle parking bays within the P&R facility.
- Associated highway improvements also include reduced speed limits, re-configuration & signalisation of Stourton Roundabout, bus priority measures and the creation of dedicated cycling and walking facilities. A key element of these proposals will be the implementation of Speed Limit Orders and Traffic Regulation Orders, that will introduce a package of measures to allow safe access to and egress from the new P&R facility, improve bus journey times & reliability on the A61/A639 approaching Stourton Roundabout (M621 Junction 7) and improve facilities for cyclists approaching the new P&R site. The TROs 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.
- The Stourton P&R proposals and a Highways England scheme at M621 J7 have resulted in necessary amendments to the highway boundaries between the two highway authorities, which will be formalised through a Section 6 Agreement (Highways Act 1980). Chief Officer Highways Approval to enter into the S6 Agreement was obtained in April 2020. These amendments have an effect on the SLO/TRO proposals, so are reported for information purposes.

## **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; promoting a more competitive, less wasteful, more resource efficient, low carbon economy )
  - Health & Wellbeing (supporting healthy, physically active lifestyles)
  - Child-friendly city (enhancing the city now and for future generations)
- 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.
- The Stourton Park & Ride proposals also assist Leeds in meeting the local authority expectations identified in the National Air Quality Plan and deliver significant improvements in air quality in the heart of the city, alongside the wider encouragement of ULEVs, smarter travel choices and more opportunities to encourage modal shift to

bus, cycling and walking.

### 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 January 2020 WYCA released funding for Stourton Park & Ride, valued at £38.5m
- 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 SLOs, TROs and OSCPO. This scheme is not anticipated to have significant implications on LCC resources post-implementation of SLOs, TROs and OSCPO.

### 4. Recommendations

The Chief Officer, Highways and Transportation is requested to:

- a) Approve the design and implementation of the proposed (Draft) Off-Street Car Park Order for the LPTIP Stourton Park & Ride facility, subject to the advertisement and sealing of the Order as set out in Recommendation B. Details are shown on drawing LPTIP1-MM-HAC-STR\_XXX-DR-CH-0001 in Appendix A.
- b) Request the City Solicitor to advertise the (Draft) Off-Street Car Park Order and if no valid objections are received, to make, seal and implement the Order as advertised.
- c) Approve the design and implementation of the proposed (Draft) Traffic Regulation Orders for the LPTIP Stourton Park & Ride and associated Highway Improvements, subject to the advertisement and sealing of the Order as set out in Recommendation D. Details are shown on drawing LPTIP1-MM-HAC-STR\_XXX-DR-CH-0002 in Appendix A.
- d) 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.
- e) Approve the design and implementation of the proposed (Draft) Speed Limit Orders, (Draft) 24hour Bus, Taxi and Cycle lane Movement Order and (Draft) Bus Only and One-Way Street Order for the LPTIP Stourton Park & Ride and associated Highway Improvements, subject to the advertisement and sealing of the Orders as set out in Recommendation F. Details are shown on drawing LPTIP1-MM-HAC-STR\_XXX-DR-CH-0002 in Appendix A.
- f) Request the City Solicitor to advertise the (Draft) Speed Limit Orders, (Draft) 24hour Bus, Taxi and Cycle lane Movement Order and (Draft) Bus Only and One-Way Street Order and if no valid objections are received, to make, seal and implement the Orders as advertised.
- g) Approve with reference to the powers contained in Section 65 of the Highways Act 1980, the construction of a cycle track as part of the highway, for the use of cyclists only, as shown on drawing LPTIP1-MM-HAC-STR\_XXX-DR-CH-0002 in Appendix A.
- h) Acknowledge the amendments required to the highway boundary between Leeds

City Council highway network and Highways England motorway network, which are being included in the Section 6 Agreement.

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

- 1.1 To seek approval to advertise the draft Traffic Regulation Orders, Speed Limit Orders and Off-Street Car Park Order associated with the Stourton Park & Ride scheme (which includes the creation of cycle tracks under Section 65 of the Highways Act 1980 and amendments to highway boundaries covered by a Section 6 Agreement 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 Leeds experiences issues with high demand for vehicular trips into the city centre. More specifically the arterial routes around Stourton, namely the A61, A639 and M621 corridors, suffer from congestion across peak periods. Park and Ride, therefore, continues to be an essential component of the city's transport strategy and key solution to improving access to the city centre to support the growing economy whilst also reducing emissions and demand for city centre parking.
- 2.2 The recent successes of both the Elland Road and Temple Green Park and Ride schemes, clearly demonstrate that there is a market for Park and Ride in the city and the modelling forecasts undertaken show that there is need for increased Park and Ride provision in the South of the city. Stourton has the advantage of being able to easily intercept traffic travelling towards Leeds on the motorway network and A61 thereby reducing traffic levels in the South of the city.
- 2.3 Stourton Park & Ride was identified as a priority scheme for early delivery within the LPTIP programme and the site has been included in the Unitary Development Plan since 2001, including its most recent review in 2006.
- 2.4 Establishing a Park and Ride in Stourton will provide a high quality, high frequency bus service and will encourage a higher public transport mode share and therefore reduce existing and future development vehicle trips, reducing congestion, improving air quality, and delivering sustainable transport for the city, facilitating the full potential of Leeds South Bank.
- 2.5 Stourton Park and Ride facility will be located adjacent to the M621 Junction 7 roundabout. It will accommodate a maximum of 1200 parking spaces and will provide a high quality, all-electric, 10-minute frequency bus service to Leeds City Centre.
- 2.6 The scheme is dependent on the TROs, SLOs and OSCPO outlined in this report in order to implement the proposed sustainable travel priority measures as well as promote the safe and appropriate use of the car park and the surrounding highway. These include revised speed limit orders to improve safety in the vicinity of the new facility, movement orders to enforce the bus and cycle lanes being introduced, a refresh of the existing rural clearway to include new sections of roads and an Off-Street Car Park Order to allow the Park & Ride site to be effectively enforced.
- 2.7 The proposed Orders do not unduly affect a particular user group. The new car park order will specify the allocation and quantity of parking spaces for disabled users and therefore the proposed traffic regulations are not likely to impact these users.
- 2.8 The Traffic Regulation Orders (TROs), Speed Limit Order (SLOs) and Off-Street Car

Park Order (OSCPO) drawings are included in Appendix A.

- 2.9 For further information, refer to Appendix B
- 2.10 Further local area Traffic Regulation Orders to address potential P&R customer parking in the nearby residential area of Belle Isle will be covered by a separate report.
- 2.11 In 2019 LCC declared a Climate Emergency and the recently published Leeds Transport Strategy is proposing an ambitious target for modal shift onto public transport. Park & Ride is a key pillar in this process for providing a sustainable option for trips starting outside the immediate urban area. Existing Park and Ride has been highly successful with previous surveys citing factors such as reduced cost compared to parking in the city centre, and allows people to engage on other activities whilst on the bus, emails, reading, internet etc. This will not change as a result of the Covid-19 pandemic with parking in Leeds City centre expected to remain in high demand as the city continues to grow.
- 2.12 Whilst the Covid-19 pandemic has introduced a great deal of uncertainty over future transport patterns, the current expectation is that people will return to the office in varying levels. There are many businesses who have indicated a full return to the office when possible, and there are those who are currently furloughed where working from home is not an option. Furthermore, commuting only accounts for a proportion of the total trip market, with many visitors to Leeds being attracted by tourism and retail experiences. For comparison the P&R in York is at its busiest during the Christmas shopping period and is something Leeds is aiming to emulate. Stourton P&R is strategically positioned to capture visitors to Leeds from Wakefield, Sheffield and further south as well as southern outlying areas. Associated highway improvements will also support high quality bus services from Wakefield and south Leeds to the city centre that connect with the local urban community.

### **3. Main issues**

#### **Traffic Regulation Order, Speed Limit Order and Off-Street Car Park Order Proposals**

- 3.1 As part of the proposed Stourton Park and Ride Off-Street Car Park Order (as shown on Drawing No. LPTIP-MM-HAC-STR\_XXX-DR-CH-0001) and various Traffic Regulation Orders & Speed Limit Orders (as shown on Drawing No. LPTIP-MM-HAC-STR\_XXX-DR-CH-0002) the following measures below will be introduced.
- 3.2 An Off-Street Car Park Order, accommodating 1200 car parking spaces, including the provision of disabled parking, electric vehicle charging, family spaces and motorcycle parking. This Order prohibits vehicles from parking anywhere within the car park other than within marked spaces, thereby ensuring indiscriminate parking on pedestrian, cyclist and verge areas can be enforced.
- 3.3 A Bus Only and One-Way Street Order, within the park & ride site, to allow the P&R bus service direct access to the bus terminal and restrict use by other vehicles. The bus only street will also be used by larger service vehicles (e.g. for delivery and maintenance purposes), which will be managed by way of a “white list”. Camera enforcement will be located near the exit point, to deter general P&R users from exiting via this provision.

- 3.4 Speed Limit Orders, in order to facilitate safe movements of traffic into and out of the Park and Ride site and throughout the Stourton Interchange. The existing 50mph speed limit will be reduced to 40mph on the A61, Wakefield Road and on the A639 Leodis Way for the lengths shown on the TRO Drawing. The areas of new local highway network (beyond the repositioned end of motorway point on the M621 northbound slip road and the new Stourton Park and Ride access roads) will be subject to a new 40mph speed limit.
- 3.5 The existing 24hr Rural Clearway and No Waiting on Verge & Footway Orders will be amended to include all carriageway widenings associated with the Stourton Park & Ride highway improvements and extended to cover the new access roads outside of the car park limits, to avoid any of these roads being used as overflow parking.
- 3.6 A Movement Order is required to protect two sections of 24hr Bus, Taxi and Cycle lanes on the northbound A61 between the Savannah Way roundabout and Stourton Roundabout. These bus priority measures, which are approximately 180m and 420m in length, will provide a significant benefit to the bus journey times and reliability of the existing local bus services mentioned above. Bus Lane enforcement cameras are proposed to be strategically placed near the P&R exit and approaching Stourton Roundabout to keep these lanes free of unwanted vehicles.
- 3.7 A Movement Order is also required to protect proposed cycle lanes on the public highway. This scheme also includes cycle tracks which are separated from the carriageway. Cycle tracks within the public highway are created by a Highway Authority under section 65 of the Highways Act 1980. This “formal” cycling infrastructure comprises:
- A combination of new cycle lanes (with flow) and segregated cycle tracks connecting cyclists on the northbound A61 with the Park & Ride site via the southern access;
  - A small section of new cycle lane (with flow) connecting cyclists (still using the bus/taxi/cycle lane) on the northbound A61 with the Park & Ride site via the northern access;

### **Highway Boundary Amendments**

- 3.8 The Junction 7 proposals have had to be amended to accommodate Highways England scheme which has widened the clockwise slip road to 3 lanes. To make the widened slip road 3 lane destination line up with the roundabout lane designations a spiral arrangement has had to be included at the end of the slip road. This has been modelled and shown to have minimal impact on the traffic capacity on the junction and layout agreed with UTMC.
- 3.9 In April 2020 a delegated decision notification was approved to enter into a section 6 agreement with Highways England for the works proposed at M621 Junction 7. During the negotiations with Highways England and to allow the access into the park and ride, the adoption of the traffic signals at the end of the east bound off slip road and the widening of the roundabout an agreement with Highway England has been reached to change the highway boundaries. This will be formalised through the section 6 agreement and will change the adopted highway boundary to be in line with drawing LPTIP1-MM-HAC-STR\_XXX-DR-CH-0002 in Appendix A.
- 3.10 For further information on Main Issues, refer to Appendix B

## 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 General Consultation on the LPTIP Stourton P&R scheme has been ongoing since Summer 2016. At times this has generated questions specifically related to the contents of this report e.g. Speed limit changes; bus lane provisions, cycling provisions; car parking arrangements. For further information, refer to Appendix B.

4.2.2 More specific Traffic Regulation Order, Speed Limit Order and Off-Street Car Park Order Consultation was carried out in July 2020. The drawings appended to this report were circulated to MPs and Councillors, internally within LCC Highways & Transportation and externally with key stakeholders and responses were as follows:

- The local MP and Ward Members for Middleton Park, Hunslet & Riverside, Rothwell and Ardsley & Robin Hood were all consulted on the TRO, SLO and OSCPO proposals and had no adverse comments.
- The Emergency Services, WYCA and Freight Transport Association were also consulted on the TRO, SLO & OSCPO proposals and no adverse comments were received.
- Internal consultation on the TRO, SLO & OSCPO proposals within LCC Highways & Transportation, led to one comment identifying a drawing error (the key for the proposed “bus only and one-way street” was labelled as a duplicate item reading “existing 50mph speed limit”), which has been amended in the appended drawings and another comment identifying specific text required in the TRO in respect of Abnormal Load Vehicles. Two other response stated “No Objections” & “No Comment”. There were no other adverse comments received.

4.2.3 Engagement with nearby residents and local businesses commenced in 2017. Further public engagement, on the TRO, SLO & OSCPO proposals, is taking place in advance of the formal Orders’ advertising period. There are no residential frontages directly affected by the SLO & TRO proposals. “Engagement with and advance warning letters to key local employers” is identified in the Transport Assessment, which was submitted as part of the Planning Application. This will be carried out in a similar way to Elland Road P&R, where advance letters are distributed (and meetings held) with key local employers to clearly outline the purpose of the P&R, that office staff cannot use it for local parking, or other non-P&R purposes.

4.2.4 Engagement with Highways England has been ongoing in relation to this scheme since 2017. As part of the pre-Planning Application process, this engagement concentrated on the Transport Assessment and traffic modelling outputs. As construction commenced on the Highways England M621 J7 Improvements and the Stourton P&R Highway Improvements, liaison on the highway interfaces became a key activity as did the proposed Orders (e.g. Speed Limit changes) and highway boundary negotiations.

4.2.5 The scheme proposals fit in with wider City Development aspirations.

### 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. These have all previously been submitted to Executive Board as part of the individual scheme decision making. Please refer to Item 7.2. An updated EDCI screening is provided at the end of this report and in Appendix C.

### Climate Emergency

- 4.3.4 By providing 1200 park and ride spaces with a dedicated P&R bus service, improving existing bus service journey times and reliability, and improving facilities for cyclists, Stourton Park & Ride and associated Highway Improvements are anticipated to encourage modal shift from private car to buses 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. Solar power generated and used on site, together with a fully electric bus service and EV charging points to promote cleaner motoring all add to the positive effect on reducing greenhouse gas emissions.
- 4.3.5 The Stourton Park & Ride scheme supports the priorities for sustainable infrastructure (improving transport connections, safety, reliability and affordability) and the proposed TROs, SLOs and OSCPO in this report are intended to facilitate the safe and effective use of the sustainable improvements being provided by the Park & Ride site and associated highway improvements.

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

- 4.4.1 Funding for the provisions referenced in this report will come from the £38.5M project budget for Stourton P&R which will be paid from the Leeds Public Transport Investment Programme fund.
- 4.4.2 The TROs, SLOs and OSCPO are now progressed to a stage where they can be formally advertised. Subject to satisfactory completion of the advertising, making and sealing of the necessary Orders, the provisions in this report will be implemented by the LPTIP Delivery Partner, who were appointed in 2018.
- 4.4.3 The provisions in this report are not anticipated to have significant implications on LCC resources.

### **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 proposals progression is dependent on the level and type of objection the scheme may receive.
- 4.6.2 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 following LPTIP objectives:
- Increase P&R users;
  - Increase overall bus patronage;
  - Improve bus journey times and reliability;
  - Improve air quality and health outcomes; and
  - Increase accessibility to jobs, training and services.
- 5.2 The introduction of the proposed TROs, SLOs and OSCPO will ensure the P&R site is safely accessible for all users, will ensure the reliability of the P&R and local bus services and will introduce 1200 P&R spaces, available to a multitude of users.

## **6. Recommendations**

The Chief Officer, Highways and Transportation is requested to:

- a) Approve the design and implementation of the proposed (Draft) Off-Street Car Park Order for the LPTIP Stourton Park & Ride facility, subject to the advertisement and sealing of the Order as set out in Recommendation B. Details are shown on drawing LPTIP1-MM-HAC-STR\_XXX-DR-CH-0001 in Appendix A.
- b) Request the City Solicitor to advertise the (Draft) Off-Street Car Park Order and if no valid objections are received, to make, seal and implement the Order as advertised.
- c) Approve the design and implementation of the proposed (Draft) Traffic Regulation Orders for the LPTIP Stourton Park & Ride and associated Highway Improvements, subject to the advertisement and sealing of the Order as set out in Recommendation D. Details are shown on drawing LPTIP1-MM-HAC-STR\_XXX-DR-CH-0002 in Appendix A.
- d) 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.
- e) Approve the design and implementation of the proposed (Draft) Speed Limit Orders, (Draft) 24hour Bus, Taxi and Cycle lane Movement Order and (Draft) Bus Only and One-Way Street Order for the LPTIP Stourton Park & Ride and associated Highway Improvements, subject to the advertisement and sealing of the Orders as set out in Recommendation F. Details are shown on drawing LPTIP1-MM-HAC-STR\_XXX-DR-CH-0002 in Appendix A.
- f) Request the City Solicitor to advertise the (Draft) Speed Limit Orders, (Draft) 24hour Bus, Taxi and Cycle lane Movement Order and (Draft) Bus Only and One-Way Street Order and if no valid objections are received, to make, seal and implement

the Orders as advertised.

- g) Approve with reference to the powers contained in Section 65 of the Highways Act 1980, the construction of a cycle track as part of the highway, for the use of cyclists only, as shown on drawing LPTIP1-MM-HAC-STR\_XXX-DR-CH-0002 in Appendix A.
- h) Acknowledge the amendments required to the highway boundary between Leeds City Council highway network and Highways England motorway network, which are being included in the Section 6 Agreement.

## **7. Background documents**

- 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) (inc. Stourton P&R EDCI)
- 7.3 Delegated Decision Notification 7<sup>th</sup> April 2020 – Stourton Park & Ride - Highways England Agreements

## **8. Appendices**

- 8.1 Appendix A TRO, SLO and OSCPO Drawings
- 8.2 Appendix B Further Information
- 8.3 Appendix C EDCI Screening – Attached below

---

<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.