

## **Appendix B – Further Information**

In connection with...

Report to Chief Officer Highways and Transportation

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

In addition to the content of the above named report, this Appendix contains further information that is not directly relevant to the subject matter, but does have some background/general relevance worth noting.

**Note:** Numbering is consistent with the main report section/item numbering system.

### **COVID-19 Implications**

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

## **2. Background information**

- 2.1 In December 2016 Executive Board agreed the submission of a Strategic Outline Business Case for the Leeds Public Transport Investment Programme (LPTIP) to DfT for £183.3m for public transport:
- a world-class connected city, that allows seamless end to end public transport journeys internationally, nationally, regionally and locally;
  - an ambitious city, that attracts and plans for inclusive growth;
  - a smart city that embraces innovative technology to efficiently use, manage and maintain the transport network;
  - a people-focused city, with well-connected neighbourhoods and a city centre that's easily accessible for everyone; and
  - a healthy city, that allows more people to walk, cycle and be more active, with reduced traffic and emissions to create cleaner air.
- 2.2 This was also aligned with the objectives of the Leeds Interim Transport Strategy which was also approved in Autumn 2016. This approach and these objectives were ratified by the Leeds Transport Conversation, which found there was real appetite from the general public to develop such proposals.
- 2.3 In June 2017 the Executive Board approved £15.3m of expenditure to progress LPTIP schemes, including £2.75m for progressing Bus Park and Ride. In July 2018 Executive Board approved a total of £23.74m to carry out detail design and construction of the Stourton Park and Ride site, subject to the granting of planning permission and funding approval of the West Yorkshire Combined Authority.
- 2.4 The Stourton Park & Ride facility was granted Full Planning Permission on 1<sup>st</sup> April 2019
- 2.5 In January 2020 West Yorkshire Combined Authority approved the Full Business Case with Finalised Costs (FBC+) for Stourton Park & Ride, valued at £38.5m.
- 2.6 On 7th April 2020, The Chief Officer, Highways & Transportation gave authority to negotiate the terms of and enter into agreements with Highways England under the provision of section S4/S6/274 of the Highways Act 1980. This Section 6 Agreement with Highways England will be used to formalise the new end of motorway point on the M621 northbound slip road.

## **3. Main issues**

- 3.1 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 is an essential component of the city's transport strategy. The Park & Ride site at Stourton is located adjacent to the M621 J7 interchange with the A61 & A639. Congestion in Leeds City centre was an issue mentioned throughout the Big Transport Conversation in 2016. Three quarters (74%) of respondents wanted spending to be prioritised on schemes to reduce congestion at busy junctions. Stakeholders felt more could be done to promote the use of sustainable modes and discourage car use.

- 3.2 The A61/A639 roads (inc. Stourton Roundabout) are currently subject to a 50mph speed limit and a Rural Clearway in this location. There is an existing section of bus (inc. cycle & taxi) lane on the southbound A61, but no other similar bus priority measure in the northbound direction towards Leeds. There are a number of Leeds-Wakefield bus services using the A61, most notably the regular 110/444/446 services which serve Rothwell, Woodlesford & surrounding areas. There are some cycle facilities further south, around the Leeds Valley Park area, but these are localised and do not continue towards Leeds on the A61.
- 3.3 The Stourton Park & Ride scheme introduces a car park with up to 1200 spaces and a dedicated fully electric bus service into Leeds. The Park and Ride site therefore requires new access points off the existing highway network and various highways improvements associated with the provision of a new park & ride facility. The highways improvements include carriageway widenings, junction improvements incorporating traffic signals (e.g. Stourton Roundabout) as well as bus priority measures and cycle facilities.
- 3.4 It will be accessed via three vehicular entry points: one to the south of the site and two to the north of the site. Entry to the south of the site, from the A61/A639, will be signal controlled whereas from the M621 Junction 7 off-slip road there is a dedicated entry lane which joins the south access road. Vehicles entering the site from the north will do so from a signal controlled circulatory arm of the M621 Junction 7 roundabout. The Park and Ride users will be directed to use the north access road and buses will be directed to the bus only street which is located to the south of the north access road.
- 3.5 The north and south access roads will have height restriction barriers. The bus only street will also be used by larger service vehicles (e.g. for delivery or maintenance purposes).
- 3.6 All vehicles will leave from the south of the site via a signal controlled exit onto the A61 with separate exit arms for buses and other vehicles.
- 3.7 A key element of the scheme will be the implementation of Traffic Regulation Orders, which will allow a greater level of enforcement both through the use of camera technology and enhanced signing & lining packages to drive self-enforcement, while meeting the objectives of the scheme.
- 3.8 The scheme also includes less formal cycle and walking infrastructure (not subject to TRO's) to promote sustainable modes of travel and improve safety of these users. This additional infrastructure (shown, but not referenced on the TRO/OSCPO drawings) comprises:
  - A combination of cycle only and shared use footway/ cycle paths within the Park and Ride site itself, which connect cyclists to advisory cycle routes on Ring Road Middleton (directly) and Middleton Road (via Parnaby Road).
  - A combination of pedestrian only and shared use footway/ cycle paths within the Park and Ride site, to provide pedestrians with (both stepped and ramped) access to the P&R facilities as well as leisure activities connecting to the existing Public Right of Way

#### **4.2 Consultation and engagement**

- 4.2.1 All LPTIP proposals were developed from the Transport Conversation which took place in the Summer/ Autumn 2016. This identified that there was a strong desire to travel more sustainably and many of the comments referred to wanting to improve public transport, walking and cycling routes and respondents felt that investment in the Leeds Transport System was vital to improve the economy and the environment.
- 4.2.2 General Consultation on the Stourton Park & Ride scheme have formed an integral part of the wider LPTIP Consultation carried out by Connecting Leeds. This commenced in 2017 and engagement with key stakeholders is an ongoing process.
- Ward Members have been involved throughout the project, and have received regular updates and briefings and are in support of the Park & Ride scheme.
  - Ward Members have been consulted on the proposals and kept engaged throughout the project. This engagement aimed predominantly at Middleton Park ward members (inc. previous Leader of the Council), has also included Hunslet & Riverside, Rothwell and Ardsley & Robin Hood wards (inc. Executive Board Member for Climate Change, Transport and Sustainable Development). Connecting Leeds keeps all these ward members updated on a regular basis and arrange specific briefings at key milestones. The latest briefing for this scheme was provided on 22nd January 2021, in a joint Leeds City Council / Highways England update on ongoing/upcoming strategic transport schemes which coincided with a web page update. Ward Members are actively engaged and show support the Stourton Park & Ride and associated Highway Improvements.
  - Nearby residents (and businesses) in the Middleton Park and Hunslet & Riverside wards along with specific residential areas adjacent to the A61 and A639 corridors in the Rothwell and Ardsley & Robin Hood wards, were all included on the Stourton P&R leaflet distribution in Autumn 2017. In addition to individual representations, further engagement was held with representatives from a number of residential groups (which also involved some ward members) e.g. Carlton Village Neighbourhood Forum; Rothwell Neighbourhood Forum ; Oulton and Woodlesford Neighbourhood Forum; Rothwell Tenants & Residents Association; Stop Park And Ride Stourton (SPARS) Group; Friends & Relatives of Hunslet Cemetery; Parnaby Residents Group. The latter two combined to become the Stourton Reference Group, and engagement with them is still ongoing.
  - Local Businesses were included on the leaflet distribution in Autumn 2017. Only a handful of enquiries were received, some of which related to the A61 bus corridor proposals. Further engagement was held with representatives from a number of businesses e.g. 1. First Direct; 2. Leeds Valley Park businesses (managed by Global Gate Capital), comprising of Lowell, Capita, Arla, BAE & Smoothwall and Fore Consulting (site wide Travel Plan Co-ordinator)
  - Emergency Services have been consulted on the Preliminary Design Proposals in 2018 and subsequently sent information on the wider LPTIP package of schemes. They are also informed of ongoing network management proposals. No adverse comments have been received.
  - WYCA are fully aware of the scheme and involved/consulted in various ways, helping to develop the scheme in line with their own public transport strategy.

- Local bus operators (Arriva and First Bus) have been consulted and were also involved in promoting LPTIP Bus Corridor schemes as part of the Phase 1B Public Consultation. They are in support of the bus corridor proposals. The Leeds Bus Operations & Infrastructure Group now keeps all bus operators updated of LPTIP schemes on a quarterly basis.
- Key statutory stakeholders, including Highways England, have been engaged. No adverse comments have been received.
- Connecting Leeds (in collaboration with the Delivery Partner) have a comprehensive Communication Plan. A Pre-Start Newsletter was posted to business and residential properties in July 2019. This newsletter identified a Public Drop-In within the Belle Isle area in September 2019, giving interested parties an opportunity to view and discuss proposals and find out more about the project (e.g. construction activities; car park details; highway improvements). There have been more newsletters and social media announcements throughout the construction period. This engagement will continue as part of the TRO Advertising and dealing with any objections.
- The scheme was presented to the Leeds Cycle Consultation Forum in October 2017 and further updates on the proposals have been shared with / presented to the Cycle Consultation Sub-Group, most notably an NMU update in May 2019. Various comments have been captured and proposals amended accordingly.
- The Access & UseAbility Group have also received a number of separate briefings about the broader proposals, especially Stourton P&R scheme.
- LCC Highways Officers were consulted on the Preliminary Design proposals in 2018 and various officers (inc. Highways Asset Management, Traffic Engineering and Road Safety Audit Team) have been actively involved, commenting on the proposals, since then, as part of the Technical Assurance process.

#### **4.3 Equality and Diversity/Cohesion and Integration**

##### Climate Emergency

- 4.3.1 While the Clean Air Zone (CAZ) is no longer proceeding due to faster than expected improvements in air quality, this programme seeks to reinforce the previous CAZ and wider City objectives in relation to ongoing improvements to air quality and Carbon Zero. The programme will be developed alongside the Leeds Public Transport Investment Programme to build on aims to improve the reliability and patronage of public transport options and provide the infrastructure for greener modes of travel. It also aligns with emerging local and transport strategies to deliver a healthy and greener Leeds as outlined in the Leeds Transport Strategy and the Cycling Starts Here Strategy.
- 4.3.2 There will be some unavoidable negative effects during construction, such as embedded carbon involved with materials, construction traffic etc. Leeds City Council is working with the Contractor to implement opportunities to reduce carbon emissions in line with the Council's climate emergency targets and reports back to the LPTIP Project Board on the details of any measures they take to minimise carbon emissions, including effectively managing waste and transporting plant and goods through recycling of materials.

- 4.3.3 The scheme will have both losses and gains in vegetation, although overall is expected to have a large net gain in terms of trees. The effect of vegetation change on greenhouse gas emissions however, is likely negligible in the context of the expected traffic changes.

#### 4.6 **Risk Management**

- 4.6.1 The LPTIP schemes are assured through the WYCA framework set up for the West Yorkshire Transport Fund, already approved by the Department for Transport. Progression through this assurance process in a timely manner is necessary in order to avoid delays to the overall programme delivery.
- 4.6.2 A Programme Board has been established to manage delivery of the LPTIP Programme, with Package Boards responsible for each package. Risks are actively managed through these Boards as well as a scheme by scheme basis.
- 4.6.3 Progression of the TRO proposals are dependent on the level and type of objection the scheme may receive. The consultation to date indicates that while there was a core group of objections to the principle of the P&R, the TROs themselves are unlikely to generate objections in large numbers. A full report including response to any objections will be brought back to the Board post consultation.