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Report of: LPTIP Programme Manager

Report to: Chief Officer of Highways & Transportation

Date: 16 July 2019

Subject: Leeds Public Transport Investment Programme (LPTIP); Bradford to Leeds A647 Bus Priority Corridor

Capital Scheme Number: 32771 / BFD / 000

Are specific electoral wards affected? If yes, name(s) of ward(s): Armley, Bramley & Stanningley, Calverley & Farsley.	☒ Yes	☐ No
Has consultation been carried out?	☒ Yes	☐ No
Are there implications for equality and diversity and cohesion and integration?	☒ Yes	☐ No
Will the decision be open for call-in?	☐ Yes	☒ No
Does the report contain confidential or exempt information? If relevant, access to information procedure rule number: Appendix number:	☐ Yes	☒ No

Summary

1. Main issues

- The Bradford to Leeds A647 Bus Priority Corridor scheme forms part of the Leeds Public Transport Investment Programme (LPTIP), and comprises bus priority measures between the Leeds-Bradford border and Armley Gyratory.
- The proposed scheme is planned to provide estimated bus journey time savings of 10 minutes inbound in the morning peak, and 9 minutes outbound in the afternoon peak, as well as improving bus journey time reliability.
- Approval for the expenditure of funding from LPTIP for the detail design and construction of the Bradford to Leeds A647 Bus Priority Corridor scheme was granted at the February 2019 Executive Board.

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

- Leeds is a growing and successful city with the Best City Ambition for a Strong Economy and a Compassionate City. The proposals in this report support the priorities for 21st-Century Infrastructure and Health & Wellbeing in:
  i. Improving transport connections, safety, reliability and affordability;
  ii. Improving air quality, reducing noise and emissions;

iii. Supporting healthy, physically active lifestyles.

- These support the outcomes we want for everyone in Leeds to:
  i. Move around a well-planned city easily;
  ii. Enjoy happy, healthy, active lives.

3. Resource Implications

- Resources are in place within Highways & Transportation to manage the delivery of this scheme. The project is being delivered by a delivery partner (BAM+Mott MacDonald), who were procured via a corporate procurement exercise undertaken in 2018.
- The scheme is not anticipated to have significant implications for LCC resources post-construction.

Recommendations

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

a) Note the Executive Board approval in June 2017 to progress the A647 Bus Priority Corridor to Outline Business Case;
b) Note the Executive Board approval in February 2019 to progress the A647 Bus Priority Corridor scheme to detail design and construction;
c) Approve the preliminary design of the proposed Bradford to Leeds A647 Bus Priority Corridor scheme.
d) Request the City Solicitor to advertise draft Traffic Regulation Orders required to implement the A647 Bus Priority Corridor scheme, and if no valid objections are received, to make, seal and implement the Orders as advertised. The Traffic Regulation Orders are described in the Summary TRO Plans and Summary TRO Schedule included in Background Documents 7.4 and 7.5, respectively.

1. Purpose of this report

1.1 To seek approval for the preliminary design of the Bradford to Leeds A647 Bus Priority Corridor scheme.

2. Background information

2.1 In June 2017 the Executive Board approved £15.3m of expenditure to progress LPTIP, including progressing the Bradford to Leeds A647 Bus Priority Corridor scheme to Outline Business Case.

2.2 The Outline Business Case for the A647 Bus Priority Corridor scheme was approved in February 2019.

2.3 Approval for the expenditure of funding from LPTIP for the detail design and construction of the A647 Bus Priority Corridor scheme was granted at the February 2019 Executive Board (see relevant Executive Board report in Background Documents).

3. Main issues

3.1 The A647 corridor is located between the Armley Gyratory and the A647's junction with Gain Lane, covering both the A647 itself and the parallel route between Town End Close and Dawsons Corner, via Stanningley Road, Town Street and Bradford Road. The scope of the proposed scheme includes:

- The section of the A647 between Gain Lane and Dawsons Corner;
- The Stanningley Bypass between its junctions with the A6110 and Stanningley Road;
- The junctions of Stanningley Road with Swinnow Lane and with Swinnow Road;
- Stanningley Road between its junctions with the A657 and with Ledgard Way;
- Armley Road between its junctions with Ledgard Way and Gloucester Terrace; and
- Pickering Street between its junctions with Armley Road and with Canal Road.

3.2 At the eastern extent of the scheme, an improvement is planned around the junction of the A647 and Gloucester Terrace. The detail design for this proposal was approved by Highways Board in March 2019. This report relates to the remaining proposals on the A647 Bus Priority Corridor.

3.3 An outbound bus lane east of Dawsons Corner was originally proposed as part of the LPTIP A647 Bus Priority Corridor. This proposal has now been incorporated within the Dawsons Corner scheme, which forms part of the Corridor Improvement Package, and will therefore not be delivered as part of LPTIP.

3.4 The issues affecting the A647 corridor at present are as follows:

<u>Bradford Border to Dawsons Corner</u>

- Average delays to buses approaching Dawsons Corner of approximately 2 minutes in the AM peak inbound, and 1 minute in the PM peak outbound.
- Bus journey variations of up to 10 minutes.

<u>Dawsons Corner to Bramley Town End Roundabout</u>

- Eastbound vehicles (including buses) delayed at junction between Stanningley Road and Swinnow Road by right turning traffic.
- No bus priority in place at junctions of Stanningley Road with Swinnow Lane and with Swinnow Road.
- Delays at Bramley Town End Roundabout due to blocking back from Henconner Lane caused by the junction with the Stanningley Road slip roads and Green Hill Road.

<u>Stanningley Road High Occupancy Vehicle Lane</u>

- Unlawful use of the HOV lane stands at 33% of total flows in the AM peak hour, causing delays to buses.
- The merges at the end of the HOV lane and at the end of the dual carriageway section in front of Armley Park result in inefficient flow of traffic to the Ledgard Way junction.
- Buses are significantly delayed, with average AM peak inbound delays of over 5 minutes (on the HOV lane section). This is the worst delay point on the corridor and one of the worst on the whole Leeds bus network.
- Conflict between eastbound cyclists and left turning general traffic at Armley Ridge Road junction.

- Current arrangements for cyclists at Cockshott Lane junction introduce delay for both cyclists and general traffic.

Armley Road

- The junction of Armley Road / Stanningley Road / Branch Road / Ledgard Way is a key constraint in the network, creating delay for all vehicles in both peak periods.
- The junction has a poor safety record and pedestrian environment, and has gaps in the Cycle Superhighway infrastructure.

3.5 The A647 Bus Priority Corridor scheme will aim to address these issues by:

Bradford Border to Dawsons Corner

- For general arrangement drawings, see Background Documents, 7.3 LPTIP A647 General Arrangement Drawings 1 & 2 (Bradford Border to Dawsons Corner).
- New bus lane between Sunnybank Lane and Woodhall Park Drive (inbound), with associated restriction of on street parking during hours of operation;
- New bus lane between Thornbury Barracks and Grange Avenue (outbound), with associated restriction of on street parking during hours of operation;
- Peak period parking restrictions from Gain Lane to Dawsons Corner;
- Hours of bus lane operation to be confirmed, but at least 07:00-10:00 and 15:30-18:30 Monday to Friday; and
- New toucan crossing east of Thornbury Barracks.

Dawsons Corner to Bramley Town End Roundabout

- For general arrangement drawings, see Background Documents, 7.3 LPTIP A647 General Arrangement Drawings 3 & 4 (Dawsons Corner to Bramley Town End).
- The introduction of MOVA control at the junctions of Stanningley Road with Swinnow Lane and Swinnow Road to enable buses to be prioritised through these junctions.
- The removal of a single parking bay and marking out of two lanes on the approach to the eastbound stop line at the junction of Stanningley Road and Swinnow Road.
- An upgrade to the signals at Henconner Lane / Green Hill Road / bypass slip roads to enable reduction of blocking back, and prioritisation of buses.

Stanningley Road High Occupancy Vehicle Lane

- For general arrangement drawings, see Background Documents, 7.3 LPTIP A647 General Arrangement Drawings 5 to 9 (Stanningley Road HOV).
- HOV lane on Stanningley Road and Stanningley Bypass to be converted to a bus lane, which will be camera-enforced. This would be 24-hour for the majority of its length, with a section between Cockshott Lane and Armley Ridge Road operating during peak periods only to maintain existing on-street parking provision for residents in off-peak periods.
- Extension of the new bus lane eastwards to a bus gate and new Toucan crossing at the end of the existing dual carriageway section at Pasture Mount.
- New bus lane on eastbound slip road connecting Bramley Town End Roundabout to A647 Stanningley Road.

- New arrangement at junction with Cockshott Lane, allowing left turners into Cockshott Lane to be signalled separately from straight ahead traffic, to improve capacity and reduce wait times for cyclists.
- Permanent ban of the left turn into Armley Ridge Road.
- Proposed toucan crossing of the A647 at Redcote Lane (in response to comments received at consultation).

Armley Road

- For general arrangement drawings, see Background Documents, 7.3 LPTIP A647 General Arrangement Drawings 10 to 13 (Armley Road).
- 450m of outbound bus lane starting in the vicinity of Abbott Court and finishing 90m short of the Ledgard Way junction stop line – this requires 2m of widening into allocated greenspace along the majority of the length, with a maximum of 6m in the vicinity of the Pickering Street bus stop.
- Reduction in the movements allowed at the Ledgard Way junction from 11 to 7, reducing the number of signal stages.
- Pickering Street converted to two-way operation at its southern end to facilitate banned movements at Ledgard Way.
- Parking restrictions on both sides of Pickering Street during peak periods, to accommodate increased traffic. Parking provided on one side of Pickering Street for approximately 10 vehicles during off peak periods.
- Signalisation of the northern end of Pickering Street to accommodate increased traffic.
- New toucan crossing across Armley Road at Pickering Street.
- Closure of the south end of Canal Road facilitating a better bus stop arrangement and safer cycle route.
- Retention of parking for businesses on Armley Road.
- Approx 200m of new length of segregated outbound cycle lane either side of the Ledgard Way junction (filling a gap in the current Cycle Superhighway).
- Provision of single stage straight across pedestrian / cycle crossings on the A647 and Branch Road.
- Approximately 400sqm of new footway area around the junction.
- Reduction of Branch Road approach to a single lane allowing widening of the footway and tree planting.

3.6 The scheme is planned to have the following benefits:

- Average bus journey time savings of approximately 10 minutes inbound in the AM peak, and 9 minutes outbound in the PM peak.
- Improved bus journey time reliability.
- Improved accessibility for pedestrians due to new pedestrian crossings and increased area of footway.
- Improved cycle accessibility due to improvements at junctions with Cockshott Lane, Armley Ridge Road and Ledgard Way, and new toucan crossing at Thornbury Barracks.
- Reduced journey times for general traffic on the dominant east-west movements, due to the new junction design at Ledgard Way.

3.7 Besides the highway works, the scheme will introduce new green infrastructure, and will incorporate Green Streets principles. An initial meeting has been held with the LCC Green Streets Champion who was supportive of the principles being applied. The landscaping plans are currently under development, with consultation with the LCC Communities and Environment team ongoing.

3.8 The proposed scheme fits within the Best Council Plan strategic aims to promote sustainable and inclusive economic growth by improving the economic wellbeing of local people and businesses and the 2018/19 Best Council Plan priorities on 'Low carbon' and 'Transport and infrastructure'.

3.9 The first phase of public engagement for the A647 Bus Priority Corridor took place in Spring 2018, with a second phase taking place in November and December 2018. This is discussed further in Section 4.1.

3.10 The anticipated final cost of the A647 Bus Priority Corridor scheme is £9.7 million.

3.11 Construction of the A647 Bus Priority Corridor scheme is programmed to start in January 2020 and be completed by March 2021.

3.12 A Stage 1 Road Safety Audit was undertaken for this scheme on 4th June 2019 by Road Safety Initiatives. The project team are currently working through the results of the audit, with no fundamental issues impacting the scheme design having been identified.

3.13 A number of Traffic Regulation Orders (TROs) will be required for the implementation of the A647 Bus Priority corridor scheme. In order to protect the programme from delays, it is necessary to place the advertisements for the TROs in the near future. The TROs are fully outlined in the Summary TRO Plans and Summary TRO Schedule included in Background Documents 7.4 and 7.5, respectively. The TROs will broadly consist of:

- Westbound 24 hour bus lane on Armley Road, with no loading at any times, from Abbott Court to Canal Road.
- Removal of existing right turn ban from Armley Road into Pickering Street.
- Waiting and loading restrictions on Pickering Street.
- Point closure of Canal Road at junction with Armley Road.
- Point closure of Armley Park Road at junction with Canal Road.
- Waiting restrictions at southern end of Canal Road (between point closure and private access).
- Waiting and loading restrictions on all approaches to new signalised junction of Canal Road/Pickering Street.
- Four new restricted turning movements at junction of Stanningley Road / Armley Road / Ledgard Way / Branch Road.
- Eastbound 24 hour bus lane on Stanningley Road, no waiting or loading at any time, from the existing HOV lane start on Stanningley Bypass to Cockshott Lane, and from Bramley Town End roundabout eastbound to junction with A647.
- Peak period bus lane eastbound on Stanningley Road between Cockshott Lane and Armley Ridge Road. No waiting or loading during bus lane operation. Off-peak parking bays to be provided in this section.
- Eastbound 24 hour bus lane on Stanningley Road, no waiting or loading at any time, from Armley Ridge Road to Pasture Mount.
- No left turn (24 hour) from Stanningley Road to Armley Ridge Road.
- No waiting or loading during peak periods on Stanningley Road on eastbound approach to junction with Hough Lane (between junction stop line and existing parking bays).

- Peak period bus lane eastbound on Bradford Road, from Daleside Road to Moorland Road, and from Thornbury Barracks to a point 45 metres east of Woodhall Park Drive. No waiting or loading during hours of operation.
- Peak period bus lane westbound on Bradford Road from Thornbury Barracks to Grange Avenue. No waiting or loading during hours of operation. Gaps in bus lane provided for side road access points.
- East of Thornbury Barracks junction, eastbound, no waiting and no loading during peak periods between end of bus lane and Meadow Park Drive.
- Westbound, no waiting and no loading during peak periods between bus stop at Ederoyd Drive and Thornbury Barracks junction.
- West of Thornbury Barracks junction, no waiting and no loading during peak periods between end of bus lane and Thornbury Barracks junction (eastbound).

3.14 The majority of the scheme will be undertaken within the highway boundary. However, the widening of Armley Road to provide an outbound bus lane will require the transfer of around 0.11 hectares of LCC-owned land to the Highway Authority. This widening also requires the acquisition of 0.016 hectares of land from a private owner. A separate report will be submitted to Highways Board in due course requesting approval to proceed with this land acquisition.

3.15 No further approval will be sought from Highways Board during Detailed Design, unless there is a significant deviation from the Preliminary Design. If there is a significant change in scope or deviation from the Preliminary Design then the new solution may need to be presented to Highways Board for approval 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 The first phase of public engagement for the A647 Bus Priority Corridor took place in Spring 2018. A mixture of positive and negative responses were received at this stage. The responses were considered as the designs were progressed during the remainder of 2018, with proposals amended in response to the issues raised where appropriate.

4.1.2 Phase 2 of public engagement was undertaken from 5th November to 16th December 2018. The responses received during Phase 2 of public engagement may be summarised for each section of the route as follows:

<u>Bradford Border to Dawsons Corner</u>

- 44% of responses were positive, 42% negative and 13% neutral (note that, due to rounding, these percentages do not sum to 100%). Many respondents were in favour of new bus lanes and parking restrictions on this section. However, others were concerned about the loss of residential parking, and the perceived impact of bus lanes on congestion.
- Concerns regarding availability of parking for local residents were also raised by local ward members (Calverley & Farsley Ward). In response, parking surveys were undertaken, with results being reported to local ward members. The results of the surveys show that there is limited parking on Bradford Road, and that sufficient parking is available on adjacent side streets to accommodate

vehicles displaced by the new bus lanes. All of the frontagers affected have off street parking available.

- With the introduction of the bus lanes on this section it is reasonable to assume journey times approaching the interpeak speeds, which corresponds to average savings per bus in the region of two minutes inbound and one minute outbound during the peak periods, with resilience against day to day and longer-term variations in journey times of up to 10 minutes.
- Traffic modelling undertaken in relation to this proposal has shown minimal impact on general traffic journey times, with the Thornbury Barracks junction continuing to operate within capacity.

Dawsons Corner to Bramley Town End Roundabout

- 68% of responses were positive, 16% negative and 16% neutral. The main concerns raised related to the existing Cycle Superhighway and associated conflict with pedestrians.
  Local Ward Members (Bramley & Stanningley Ward) have raised concerns regarding conflict between pedestrians and cyclists where shared cycle/footway was introduced as part of the cycle superhighway scheme, at the junctions with Swinnow Road and Swinnow Lane. The recent Cycle Superhighway scheme involved detailed collaboration with both cyclists and the most vulnerable pedestrians (via the Access and Use-ability Group) resulting in the present layouts which were identified as the best option for facilitating safe access to the toucan crossings for both cyclists and pedestrians, given the spatial constraints at the two junctions. This has been reviewed in depth by the LPTIP design team who have been unable to identify any amendments that would be better than the present arrangements which will continue to be monitored.
- Local Ward Members (Bramley & Stanningley Ward) also raised concerns regarding existing congestion at Bramley Town End Roundabout. As detailed in section 3.5, the signals upgrades at Henconner Lane / Green Hill Road / bypass slip roads will enable reduction of blocking back to Bramley Town End Roundabout, which will help to address this issue. This has been reported to Local Ward Members.

Stanningley Road High Occupancy Vehicle Lane

- 43% of responses were positive, 50% negative, and 7% neutral.
- The main concerns raised related to loss of parking for residents and increased congestion. In addition to the formal public consultation process, there have been a number of meetings with the Stanningley Road residents regarding these issues and more local impacts on parking and proposed restrictions to turning movements at Armley Ridge Road.
- Local Ward Members (Armley) have through various meetings confirmed that they do not support the conversion of the HOV lane to a bus lane due to the perceived impacts on residents and concerns over congestion.
- In response to the concerns raised regarding parking, the scheme design was amended so as to maintain the status quo for parking provision for residents fronting on to Stanningley Road between Cockshott Lane and Armley Ridge Road, and parking bays will be marked out within the bus lane for use outside of the hours of bus lane operation. This change has been welcomed by Local Ward Members (Armley).

- Extensive modelling has been undertaken as part of the design process in order to fully understand the likely impacts of the scheme on bus journey times and congestion in the area. The modelling results show that the proposals between Bramley Town End Roundabout and Armley Gyratory will reduce journey times for the dominant east-west movements during the peak periods. Specifically, the model results predict average journey time savings for general traffic of 3.3 minutes for inbound journeys in the morning peak, and 6 minutes for outbound journeys in the afternoon peak. This is in addition to average bus journey time savings of 6 minutes inbound in the morning peak, and 6 minutes outbound in the afternoon peak.
- The scheme includes the permanent restriction of the left turn from Stanningley Road on to Armley Ridge Road, with a physical buildout. This is required to maintain junction capacity whilst providing safe movements for cyclists through the junction. The permanent restriction was a recommendation of the City Connect Cycle Superhighway Stage 3 Road Safety Audit. An alternative route for the approximately 30 left turners per day is available via Cockshott Lane, adding approximately 400m to journey distance by car.
- The changes to scheme design regarding parking, and the anticipated journey time savings, have been communicated to the Stanningley Road residents. However, it has not been possible to gain the support of all residents.

<u>Armley Road</u>

- 57% of responses were positive, 28% negative and 15% neutral.
- The main concerns raised related to the suitability of Pickering Street as a route for diverted traffic travelling from south to north through the junction, pedestrian and cycle safety, the need to divert buses currently travelling from Branch Road to Ledgard Way, and pedestrian crossing routes.
- Local Ward Members (Armley) are generally supportive of the proposals in this area, subject to further information regarding bus diversions (Members wish to see services retained on Ledgard Way), and pedestrian crossing times at the Armley Road / Ledgard Way junction.
- Proposals have been agreed in principle with the bus operator that will ensure a bus service is retained on Ledgard Way. This is covered further in section 4.1.6.
- LCC Cycle Forum are supportive of the proposals overall, but have made some suggestions for rerouting of cyclists through the Armley Road / Ledgard Way junction. These options have been considered but add additional delay to cyclists. An alternative provision for an ‘advance green signal’ has instead been incorporated. This design change has been communicated to the Cycle Forum and City Connect Advisory Group.
- A reduction in the Armley Road / Ledgard Way junction cycle time compared to existing, increased green times for pedestrian crossings, and more direct crossings, will mean shorter wait times and quicker crossings for pedestrians and cyclists at the junction. The extended footway areas will provide larger waiting areas for pedestrians.

4.1.3 Engagement with elected Members began as part of the Leeds Transport Conversation in 2016, and has continued through the development of proposals for the A647 Bus Priority Corridor. Local ward Members have been kept abreast of the

development of the proposals, and were provided with the latest designs and offered briefing sessions in June 2019.

4.1.4 Engagement with the Executive Member with responsibility for transport has been undertaken throughout the development of this scheme.

4.1.5 Approval for the expenditure of funding from LPTIP for the detail design and construction of this scheme was granted at the February 2019 Executive Board.

4.1.6 The preliminary designs for the A647 Bus Priority Corridor scheme were shared with the relevant bus operator (First) in December 2018, with representatives of First attending a further briefing session in April 2019. First have stated that they fully support the LPTIP proposals for the A647 Bus Priority Corridor. In order to ensure that all bus stops can continue to be served following implementation of the revised junction at Armley Road and Ledgard Way, revised routings have been agreed in principle with the bus operator in order that an effective service can continue to be provided for local residents.

4.1.7 The preliminary designs for the A647 Bus Priority Corridor scheme were shared with West Yorkshire Police, Ambulance and Fire & Rescue Services in June 2019. No objections to the designs have been received from these parties.

4.2 Equality and diversity / cohesion and integration

4.2.1 An Equality, Diversity, Cohesion and Integration Screening has been undertaken for the A647 Bus Priority Corridor scheme, and confirmed that a full impact assessment is not required. The screening is included in the Background Documents, and found that:

- The proposed new bus lanes and other bus priority measures will promote sustainable travel, and will particularly benefit those groups with higher bus patronage, such as women, disabled people, young people and the elderly.
- Improvements to existing pedestrian and cycle crossing facilities, as well as cycle lane extensions, will improve safety and accessibility, and will encourage active and sustainable travel.

4.2.2 As highlighted in section 3.13, a number of TROs will be required for the implementation of the A647 Bus Priority Corridor scheme. Care has been taken to design these TROs so as to minimise any negative impacts. For example, where parking restrictions are to be introduced, parking surveys have been undertaken, the results of which have been used to inform a design which ensures that sufficient alternative parking is available to accommodate displaced demand. Similarly, the impacts of point closures and banned turns have been analysed in terms of the likely numbers of vehicles affected and impact on journey times. The TROs as proposed are necessary in order to realise the substantial benefits of the proposed scheme, with the localised disbenefits being more than compensated by the considerable benefits for all modes of transport using the A647 corridor.

4.3 Council policies and the Best Council Plan

4.3.1 The anticipated benefits of using the £183.3m LPTIP to create improvements to the Leeds transport network consist of contributions to the vision for Leeds 2030 to be the best city in the UK, and to the following best Council Priorities:

- Inclusive Growth (Supporting growth and investment helping everyone benefit from the economy to their full potential)
- 21st Century Infrastructure (Improving transport connections, safety, reliability and affordability)
- Child-friendly city (Supporting all children and young people to reach their potential).

4.3.2 The strategy also contributes to the objectives of the Local Development Framework, Leeds Core Strategy, Local Transport Plan 3, WYCA Transport Strategy, and Strategic Economic Plan.

Climate Emergency

4.3.3 By delivering a significant reduction in bus journey times, and improved journey time reliability, the A647 Bus Priority Corridor scheme is expected to generate modal shift from private car to bus. The proposals also improve cycling infrastructure at key locations on the corridor, which will generate further modal shift away from private car. This will result in a reduction in greenhouse gas emissions, and an improvement in local air quality, as journeys are transferred to less polluting modes.

4.3.4 Transport modelling undertaken in support of the Outline Business Case for the A647 Bus Priority Corridor predicted that the scheme would take 279,000 car kilometres off the network per year as a result of modal switch from car to bus.

4.3.5 As part of the LPTIP proposals, bus operators are also investing in new bus fleets, with more efficient engines and reduced emissions. This will further strengthen the benefits of the scheme in terms of greenhouse gas emissions and local air quality.

4.4 Resources, procurement and value for money

4.4.1 The funding required to implement this scheme is to be allocated from the Leeds Public Transport Investment Programme which currently stands at £183.3m from contributions from the DfT (£173.5m), LCC (£8.8m) and WYCA (£0.97m). The Outline Business Case for the scheme was approved by WYCA in February 2019, with a Full Business Case to be submitted for approval later in 2019.

4.4.2 The anticipated final cost of the A647 Bus Priority Corridor scheme is £9.7 million.

4.4.3 The A647 Bus Priority Corridor scheme will be funded entirely via WYCA LPTIP funding. The spend will occur in 2019/20 and 2020/21.

4.4.4 In February 2019, the Executive Board approved the expenditure of LPTIP funding to carry out detailed design and construction of this scheme.

4.4.5 Resources are in place within Highways & Transportation to manage the delivery of this scheme.

4.4.6 Delivery of the scheme is to be undertaken by BAM+Mott MacDonald. They were appointed to deliver the LPTIP Bus Priority Corridors via an OJEU led procurement exercise undertaken by LCC in 2018.

4.4.7 The scheme is not anticipated to have significant implications for LCC resources post-construction.

4.5 Legal implications, access to information, and call-in

4.5.1 This report is not eligible for call-in, as it relates only to the approval of detailed design. Approval to carry out detailed design and construction of this scheme, and to expend the necessary LPTIP funding, was granted by the Executive Board in February 2019.

4.5.2 Subsequent reports will address any other matters which may require a return to Highways Board for approval.

4.6 Risk management

4.6.1 The LPTIP serves to make progress towards the Leeds Long Term Transport Vision and Keeping the city moving. If the programme is not implemented, Leeds will not be able to develop in the way articulated above. Given the timescales available to assemble the high level programme, there will need to be some flexibility to adjust the programme to meet cost, programme and deliverability changes.

4.6.2 The schemes will be 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.

4.6.3 A Programme Board has been established to manage delivery of the Programme with Package Boards responsible for each package. Risks are actively managed through these Boards.

4.6.4 The requirement to implement TROs has been identified as a risk to the project. The TROs will be developed and advertised at the earliest opportunity, such that any issues can be dealt with without delaying the programme.

4.6.5 The requirement to acquire third party land has been identified as a potential risk to the outbound bus lane on Armley Road. The project team are currently working with LCC Land & Property to arrange for the acquisition of this land. If the land is unavailable, a fallback design solution would require shortening the new outbound bus lane, which, whilst reducing the benefits of the scheme, would not prejudice the full scheme business case.

5. Conclusions

5.1 The proposals described in this report represent an important part of the LPTIP and will make a significant contribution to the quality of life of people living in, working in and visiting the city and contribute to its on-going growth and economic success.

5.2 The proposed scheme is planned to provide estimated bus journey time savings of 10 minutes inbound in the morning peak, and 9 minutes outbound in the afternoon peak, as well as improving bus journey time reliability. The measures will also complement and enhance the provisions made for pedestrians and cyclists at various locations.

5.3 The scheme is expected to take around 279,000 car kilometres off the network per year as a result of modal switch from car to bus, resulting in a reduction in greenhouse gas emissions, and improvement in local air quality.

6. Recommendations

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

a) Note the Executive Board approval in June 2017 to progress the A647 Bus Priority Corridor to Outline Business Case;
b) Note the Executive Board approval in February 2019 to progress the A647 Bus Priority Corridor scheme to detail design and construction;
c) Approve the preliminary design of the proposed Bradford to Leeds A647 Bus Priority Corridor scheme.
d) Request the City Solicitor to advertise draft Traffic Regulation Orders required to implement the A647 Bus Priority Corridor scheme, and if no valid objections are received, to make, seal and implement the Orders as advertised. The Traffic Regulation Orders are described in the Summary TRO Plans and Summary TRO Schedule included in Background Documents 7.4 and 7.5, respectively.

7. Background documents[1]

7.1 The following background documents support this report.

- LPTIP1-WSP-BRD-TN-0001 Brd Rd parking survey summary V2.0.
- LPTIP1-WSP-A647-ALR-TN-TP-0001 Bus Route Plans_v2.0.
- LPTIP A647 General Arrangement Drawings
- LPTIP A647 Summary TRO Plans
- LPTIP Summary TRO schedule
- LPTIP Executive Board Report Feb 19
- Equality, Diversity, Cohesion and Integration Screening: A647 Bus Priority Corridor

[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.