

# Connecting Leeds – Public Transport Investment Programme – General Update

Date: 28<sup>th</sup> September 2022

Report of: Director of City Development

Report to: Scrutiny Board (Infrastructure, Investment & Inclusive Growth)

Will the decision be open for call in?  Yes  No

Does the report contain confidential or exempt information?  Yes  No

## Brief summary

This report outlines the progress made on the Connecting Leeds, Leeds Public Transport Investment Programme (LPTIP) since it started in April 2017 and includes an update on the full programme to its completion on site in July 2022. This report notes the most recent financial position of the Connecting Leeds programme delivered by Leeds City Council (LCC) on the work related to LPTIP and updates on the successes and national recognition that the programme has received for its innovative delivery model and collaboration.

## Recommendations

- a) Members of the Scrutiny Board (Infrastructure, Investment & Inclusive Growth) are requested to note and consider this Connecting Leeds Update report

## What is this report about?

- 1 This report provides an update on the progress made on the Connecting Leeds, LPTIP programme covering the period between the last Scrutiny Board update given on 23<sup>rd</sup> September 2020 to the present. A one-page update was given at Scrutiny Board on 19<sup>th</sup> January 2022 and this report also expands and updates on that document.

## What impact will this proposal have?

- 2 The aims and ambitions of the LPTIP package of public transport improvements have been informed by the Transport Conversation and the schemes have been selected to deliver the following aspirations:
- Support economic growth by unlocking transport constraints in key growth areas and across the city;
  - Align with the emerging Leeds Transport Strategy, West Yorkshire Transport and Bus Strategies, as well as the national/pan northern growth strategies including High Speed Rail and Northern Powerhouse Rail;
  - Improve health outcomes especially air quality by reducing transport emissions and making a significant contribution towards compliance with Department for Environment Food and Rural Affairs legal requirement of the city;
  - Complement the existing schemes being delivered through the West Yorkshire plus Transport Fund such as Leeds City Centre Package and the Corridor Improvement Programme;
  - Reflect the key messages from the Transport Conversation in terms of improving public transport operation and quality;
  - To leverage match funding from the private sector, both public transport providers and developments / businesses who will benefit from the public investment; and
  - Cognisance of and adaptability for the delivery of the longer term strategy.
- 3 The Programme aims to increase use of public transport in a manner which contributes to carbon reduction by encouraging modal shift away from the private car and supports inclusive growth by making it easier to access education, employment and public services. Also to create:
- 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.
  - A healthy city, that allows more people to walk, cycle and be more active, with reduced traffic and emissions to create cleaner air.
- 4 These programme wide benefits are being reviewed in light of the impact of Covid-19 on modal shift towards walking and cycling and the impact on the use of public transport as a result of Covid-19 and will be reflected in the post project/programme monitoring being undertaken post scheme as set out in more detail in section 18 of this report.

### **How does this proposal impact the three pillars of the Best City Ambition?**

Health and Wellbeing

Inclusive Growth

Zero Carbon

#### **5 Health and wellbeing**

- 6 As well as encouraging modal shift to the bus, improved cycling and walking interventions throughout the programme are aimed at supporting healthy, physically active lifestyles whilst encouraging the feeling of safety when using the transport infrastructure.

## 7 Inclusive Growth

8 The improvements made through the programme are aimed at Improving transport connections, safety, reliability, and affordability whilst making it easier for residents of Leeds and visitors to Leeds to move around a well-planned City easily. Tangible economic benefits associated with the individual projects within the programme were recorded within their business cases.

## 9 Zero Carbon

10 By improving bus journey times and reliability, and improving facilities for cyclists and walking, the LPTIP improvements are anticipated to encourage modal shift from private car to bus, cycling and walking. The total predicted greenhouse gas reduction from the bus priority, park and ride and gateway schemes is -14,994 tonnes of carbon dioxide equivalent. The anticipated reduction in car usage will also have a beneficial impact on air quality. Transport modelling undertaken in support of the Outline Business Case (OBC) supports that the schemes will take cars off the road and therefore have a positive effect on greenhouse gas emissions.

11 Included within the programme was a commitment from bus operators to invest in 284 ultra-low emission buses. The investment to date has delivered 189 of the 284 new buses (including 9 electric vehicles for service 5 in October 2020). 5 Electric vehicles have been purchased and are in service at Stourton P&R. Given the current and uncertain financial position in the bus sector, details of future bus deliveries of the remaining 90 are still to be finalised.

## What consultation and engagement has taken place?

Wards affected: All

Have ward members been consulted?       Yes       No

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- An ambitious programme of communications was initially aimed at securing support for investment and attracting interest in the consultation exercises, moving into delivery of a top-class engagement process for those impacted by the construction.
- Digital tools and social media have been used and the team have employed high quality visualisations and animations which have been recognised by both Members and the Expert Panel as exemplary. As a result of Covid-19 and social distancing, changes were made to face-to-face planned consultations. The team made the best use of online and social media presence and postal communications under the new guidelines.
- The team have contributed to a very extensive programme of activity, maximising social value outcomes, providing local employment and training opportunities and supporting local charities. Over 5800 students have been reached at 63 education events. Engagement activities have seen the team working with primary and secondary schools; supporting careers fairs, curriculum development activities, mentoring programme and internship. More details of social value outputs are included in the Infographic in **Appendix 1**.
- Several other major infrastructure schemes were programmed to coincide with Connecting Leeds schemes such as Regent Street Flyover, District Heating and Armley

Gyratory. Close liaison with these delivery teams has enabled significant savings to budget and programme, reducing the disruptive impact of construction to the city, economy and the public. This has also enabled the delivery to limit the environmental impact of dust, pollution and noise.

- The unique delivery model and management of the programme was considered to be exemplar by the DfT, which chose to follow the programme model to create both the £2.45bn Transforming Cities Fund (TCF) and £4.2bn City Region Sustainable Transport Settlement (CRSTS) funding streams. We are now collaborating with other Local Authorities and Transport Authorities and have shared our learning/best practice with the Core Cities Group, Scottish Transport, Transport for Greater Manchester, The Chartered Institution of Highways and Transportation (CIHT) and the Institution of Civil Engineers to name a few.

## What are the resource implications?

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- The current actual spend for the Connecting Leeds programme is £194.8m. The future forecast spend is £7.7m for the remainder of the programme estimated at £202.5m as shown in the table set out in Table 1 below:

Table 1 - LPTIP actuals and expenditure forecasts for remainder of programme

CONNECTING LEEDS - LPTIP PROGRAMME Estimate 31/08/22

Packages	4 Years 2017/21 Total £000s	Apr- Aug 2022/23 Actual £000s	Sep - March 2022/23 Est £000s	2022/23 Est £000s	Total 2017 to 2023 £000s	% Spend	Available DFT/ Partner Budget £000s	Additional External Secured Funding £000s	Total DFT, Partner & External £000s	Over prog £000s
<b>1 Bus Priority</b>	47669.0	2278	3437	5714.8	53383.8	94%	50852	1504	52356	1028
<b>2 Park &amp; Ride</b>	45767.6	142	1073	1214.9	46982.5	98%	40500	3555	44055	2928
<b>3 City Centre Gateway</b>	50178	904	1569	2473.4	52651.4	97%	42700	13636	56336	-3685
<b>Bus Infrastructure</b>	143615	3324.3	6078.8	9403.1	153017.8	96%	134052	18695	152746.8	271
<b>4 Rail</b>	19549	0	0	0.0	19549	100%	19541.2	0	19541.2	8
<b>5 Bus Delivery</b>	21748	969	1543	2512.1	24259.9	94%	24074.7		24074.7	185
<b>* 6 Management Costs</b>	5437	109	124	232.9	5669.6	98%	5557.6		5557.6	112
	190348	4402	7746	12148	202496.2	96%	183226	18695	201920.3	575.9

- Initial funding for the programme included DfT grant of £173.5m together with the partner contributions of £8.7m and £1m from LCC & WYCA respectively. The team have also been successful in securing other external funding £18.7m as the programme of works have developed giving a total of £201.9m.
- Funding secured to date for the LCC element of delivery totals £167.2m, comprising contributions from the DfT £140.0m, LCC £10.7m, West Yorkshire + Transport Fund £9.5m, Getting Building Fund £0.4m, S106 Developer contributions £3.4m and European Grant funding £3.2m.
- A final update report will be going to Executive Board by the end of the calendar year, confirming progress and the latest financial position of the LPTIP programme.

## **What are the key risks and how are they being managed?**

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- All schemes were subject to regular risk review and reduction meetings. Over the course of the programme risks have materialised such as delays and additional costs for statutory undertakers, contaminated material over and above that identified through ground investigation surveys and adverse weather conditions.
- Throughout the pandemic the LPTIP team worked very closely together with the DfT to monitor both the financial and programme impacts of the national lockdown situation. The delivery teams were outstanding in ensuring that impacts were kept to a minimum while still maintaining government safety guidelines and having the wellbeing of both staff and public as a priority. In many instances the delivery partners were able to take advantage of quieter streets in order to accelerate delivery, though some early difficulties with supply chain and staffing numbers presented challenges.
- A number of risk review workshops and scenario planning meetings were held with the Delivery Partners to assess the impact of Covid-19 in terms of best case, worst case and likely case working out the likely preliminary costs and delays.
- There was also a risk logged on the Council's corporate risk register about 'Keeping the city moving' and Connecting Leeds LPTIP is a key way of mitigating and treating this risk. Connecting Leeds also contributes to the delivery of the long-term transport vision and strategy to facilitate the city's future aspirations as set out in the Transport Vision for Leeds as a 21<sup>st</sup> Century city.

## **What are the legal implications?**

15 There are no specific legal implications arising from this report for Executive Board to consider.

## **Options, timescales and measuring success**

### **What other options were considered?**

16 Various options were considered for each individual project in the programme and were considered within their individual Executive Board approvals.

### **How will success be measured?**

17 The Transport Conversation update and Leeds Public Transport Investment Programme Executive Board report presented on the 14<sup>th</sup> December 2016 set the following outcomes by which the success of the programme would be measured:

- Double bus patronage from 2016 levels in 10 years.
- Significantly improve air quality and reduce carbon emissions.
- Support economic growth and job creation
- Reduce congestion.
- Work towards all stations in Leeds being accessible

18 The success of these outcomes will be measured through post scheme monitoring and evaluation, accounting for the impact of Covid 19 on travel behaviours and traffic levels. Post

scheme monitoring will be carried out at years 1 and 5 and will be managed by the West Yorkshire Combined Authority. A number of key indicators and parameters which will be used to measure success are shown in **Appendix 2**.

19 The programme along with projects within, has been nominated for numerous awards and most recently won both the collaborative award and the overall CIHT award at their National Awards held on the 11 September 2022 in London. A virtual awards cabinet is included as **Appendix 3**.

### What is the timetable and who will be responsible for implementation?

20 The following section sets out the various programme packages and the progress made.

#### 21 Bus Infrastructure Package

#### 22 Bus Priority Corridors

23 The Corridor schemes to be fully delivered under the LPTIP Programme are set out in Table 2 below:

**Table 2**

Scheme	Outturn Cost	Current stage of delivery	Completion date
<b>A660 signals Otley Road</b> Improved Highway Works including bus priority and signal improvements	£0.789M	Complete	June 2021
<b>A65 signals Kirkstall Road</b> Signal equipment upgrades including installation of adaptive signal technology	£1.437M	Complete	June 2021
<b>A61 North Eastern Arm Harrogate Road corridor</b> Improved Highway works including bus priority, signal and junction improvements and segregated cycle provision	£3.92M	<ul style="list-style-type: none"> <li>• Harewood Junction upgrade – Complete</li> <li>• Wigton Lane junction upgrade – Complete</li> <li>• Potternewton Lane Bus Priority scheme – In Construction, planned completion 28<sup>th</sup> October 2022</li> <li>• King Lane/Gledhow Valley Road junction improvements – Detailed Design ongoing. Planned construction start – January 2023</li> </ul>	March 2023
<b>A647 Stanningley Road/Armley Road corridor</b> Improved Highway Works including bus priority, signal improvements and pedestrian and cycle enhancements	£ 19.5M	Complete	July 2022
<b>A61 South Wakefield Road/Hunslet Road corridor</b> Improved Highway Works including bus priority, signal improvements and pedestrian and cycle enhancements	£21.98M	Complete	December 2021
<b>A660 Holt Lane</b> Improved Highway Works including introduction of new signals and pedestrian crossing facilities to benefit bus journey reliability.	£1.63M	Complete	June 2020

## 24 Park and Rides

25 The Park and Ride schemes fully delivered under the LPTIP Programme are set out in Table 3 below:

**Table 3**

Scheme	Outturn Cost	Current stage of development	Completion date
<b>Stourton park and ride</b> New 1200 space site including terminus building, solar powered canopies to power the site and extensive highway works and landscaping.	£38.6M	Complete	September 2021
<b>Elland Road park and ride expansion</b> 570 space expansion taking capacity to 1358 spaces	£7.04M	Complete	June 2020
<b>Temple Green park &amp; ride expansion</b> 388 space expansion taking capacity to 1388 spaces	£7.83M	Complete – Scheme was developed to completion of preliminary design through the LPTIP programme. Detailed design and construction funded through the Getting Building Fund. Costs not included within resource section of this report.	March 2022

## 26 City Centre Gateways

27 The Gateway schemes fully delivered under the LPTIP Programme are set out in Table 4 below:

**Table 4**

Scheme	Outturn Cost	Current stage of development	Completion date
<b>Infirmary Street / Park Row Gateway</b> Public realm enhancements, bus, cycle and pedestrian infrastructure improvements	£9.08M	Complete – Scheme delivered through LPTIP programme and funded via West Yorkshire Transport Fund. Costs not included within resource section of this report.	June 2021.
<b>Corn Exchange Gateway</b> Public realm enhancements, bus, cycle and pedestrian infrastructure improvements	£27.6M	Complete	April 2022.
<b>Headrow Gateway</b> Public realm enhancements, bus, cycle and pedestrian infrastructure improvements	£24.35M	Complete	June 2021.

## 28 Further development schemes

29 As a result of the short timescales placed on the delivery of LPTIP, the early development of the programme provided a layer of over-programming to ensure that all of the DfT funds would be committed on appropriate schemes and within the March 2021 funding window. This resulted in

a number of schemes identified within the overall future strategy being worked up to, or beyond OBC, which did not proceed to delivery within LPTIP. There were also a number of strategic priority schemes for Leeds City Council and the Combined Authority that did not or do not currently have confirmed funds available. These schemes form a prepared “pipeline” of schemes ready for final development and delivery and ready for bids for additional funding opportunities as they arise.

- 30 A level of ‘development’ preparatory scheme expenditure was factored into the LPTIP programme, and it is the intention that those schemes continue to be delivered by alternative funding sources. The costs are therefore to be considered as a pre-planned investment to aid early delivery of future programmes and will benefit both Leeds City Council and the Combined Authority as a result.
- 31 Table 5 below describes the extent of developed schemes ready for the next steps of development and bids for additional funding. This list includes schemes which potentially fall within the scope of the West Yorkshire Transport Fund programmes, principally Tranche 2 of the West Yorkshire Corridor Improvement Programme and the CRSTS fund. There has also been some movement of schemes between LPTIP and WY+TF and this is still being reconciled. This list is therefore still being worked on and is not definitive.

**Table 5**

<b>Scheme</b>	<b>Estimated baseline cost</b>	<b>Potential funding source</b>	<b>Current stage</b>	<b>Comment</b>
<b>Bus Infrastructure package</b>				
Alwoodley park and ride	£14.026m	Levelling Up Fund	OBC	Planning underway. Original scheme was under LPTIP and includes public consultation. Project included in latest round of bidding for Levelling Up Fund.
A58 Beckett Street	£13.956m	CRSTS	Preliminary Design complete	Within CRSTS Submission
A660 Headingley Hill	£4m	TBC	Preliminary Design	Developed to preliminary design. Unfunded pipeline scheme
A660 Lawnswood Roundabout	£8.5m	CRSTS	OBC in development	Delivery funding expected through CRSTS
A660 Hyde park & Woodhouse Moor	£5m	TBC	Preliminary design	Developed to feasibility design. Unfunded pipeline scheme
A660 City Gateway & University section (Woodhouse Lane)	£19m	TBC	Feasibility design	Further development to OBC. Unfunded pipeline scheme
A61(N) Scott Hall Road	£8.945m	CRSTS	OBC Approved	Full Business Case (FBC) in development
A58 North St/ Roundhay Road	£2m	TBC	Feasibility only	Further development to OBC. Unfunded pipeline scheme.
A58 Roundhay Rd/Easterly Road	£9.23m	CIP2	OBC Approved	FBC in development
A61(N) Stonegate Rd, King Lane	£14m	TBC	OBC	Unfunded pipeline scheme has interface with A6120 strategy.
<b>Rail package</b>				
White Rose rail station	£22m	Part funded by TCF and	Delivery	Funding provided through TCF and NSF. Project now in delivery

		New Stations Fund (NSF)		
Thorpe Park rail station	£27m (not including OB)	West Yorkshire +Transport Fund (WY+TF) and NSF	Grip 3 / FBC	WY+TF match for development costs. NSF funding of £7m awarded and OBC approved.
Leeds Bradford Airport Parkway Station	£56m	WY+TF	Grip 3 / OBC	Scheme progressing through WY=TF, with a bid in LUF also
RAP Crossgates		TBC	OBC	Paused pending FBC stage. WYCA scheme.
RAP Horsforth		TBC	OBC	As above
RAP Morley				Expected to be delivered by Network Rail in conjunction with TRU.
New Pudsey P&R	£12m	WY+TF	OBC	Early development complete within the LPTIP.
<b>Bus delivery package</b>				
Otley bus links	TBC	TBC	Pre-feasibility	A study of bus movements was undertaken through LPTIP but no further funding has been identified to provide the suggested improvements.

### 32 Rail Delivery Package

33 A number of schemes within the LPTIP programme were funded to OBC stage and initial design stage as part of this funding and not through to full delivery, including most of the schemes in the Rail package. The programme is completing development up to outline business case Governance for Railway Investment Projects (GRIP) stage 3, three new rail stations across the city at proposed sites serving Leeds Bradford Airport, Thorpe Park and White Rose with accessibility improvements at a further three stations: Cross Gates, Morley and Horsforth. The current status of this package is set out in **Appendix 4**.

### 34 Bus Delivery Package

35 The current status of this package is set out in **Appendix 4**.

## Appendices

- Appendix 1 – LPTIP Social value Infographic
- Appendix 2 – LPTIP Monitoring and Evaluation Matrix
- Appendix 3 – LPTIP Virtual Awards Cabinet
- Appendix 4 – Rail and Bus Delivery schemes

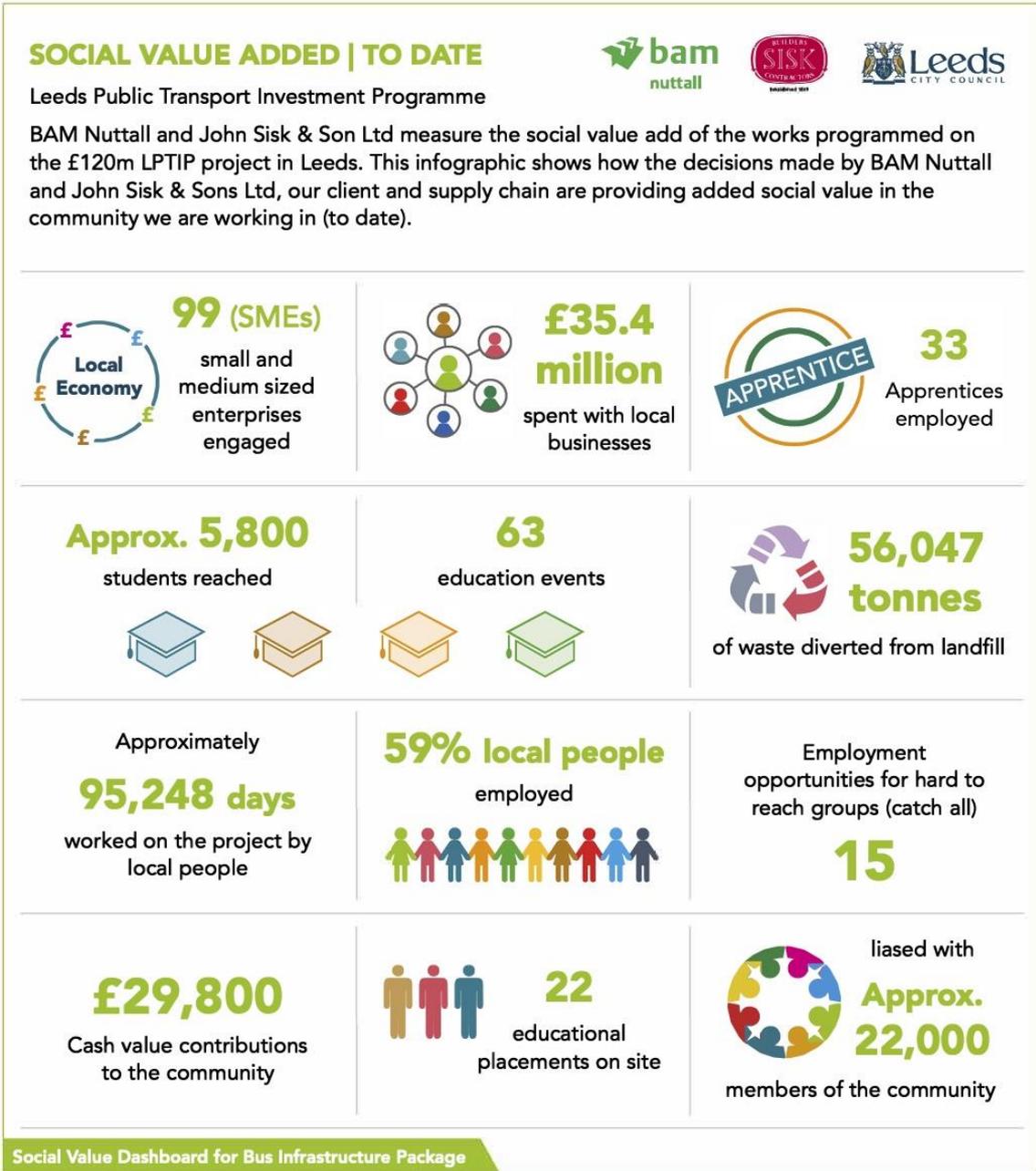
## Background papers

- None

# Appendix 1-LPTIP Social Value Infographic

## Social values delivery

Dashboard dated March 2022



Social Value Dashboard for Bus Infrastructure Package





Appendix 3 – LPTIP Virtual Awards Cabinet



## Appendix 4: LPTIP Rail and Bus Delivery progress

Rail	Progress
<b>Rail Accessibility</b>	<ul style="list-style-type: none"> <li>The scheme has been developed up to decision point 3, the OBC was approved by the Combined Authority 8th July 2020. The project is currently paused and will not progress within LPTIP beyond OBC as the programme outlined went beyond the March 2021 deadline of LPTIP. The development work done to date will be ready to progress when future funding is identified.</li> </ul>
<b>New Pudsey parking improvements</b>	<ul style="list-style-type: none"> <li>The expansion of rail car park facilities at New Pudsey received development funding only from the LPTIP fund and will be delivered through the West Yorkshire plus Transport Fund. The project was originally funded through to OBC but project delays have meant that this will now be submitted beyond the funding deadline for LPTIP. Development work done to date will provide the foundation for the project, and the work to complete the OBC has been undertaken. Some of the development funding has therefore been brought back into the wider LPTIP programme to help progress other projects.</li> </ul>
<b>Leeds Rail Station Enhancements</b>	<ul style="list-style-type: none"> <li>In April 2018, CA's Programme Appraisal Team (PAT) approved a request from the Leeds Integrated Station Programme Team for £5m in funding through the LPTIP.</li> <li>LPTIP funding has enabled the partnership to undertake important work in support of the development of the SOBC, and also crucially interim work while the SOBC is considered by DfT. Examples include the commissioning of structural and asset condition surveys, and constructability assessment and design development which will inform the development of the Outline Business Case. This is considered essential in maintaining the programme given the station is forecast to reach capacity in 2026.</li> </ul>
<b>White Rose Station</b>	<ul style="list-style-type: none"> <li>This project was developed up to FBC through £5m funding from LPTIP. The OBC was approved by the Combined Authority on 9th January 2020. The FBC was submitted to the Combined Authority for approval on 1st November 2020. Approval of the FBC was granted through the West Yorkshire and York Investment Committee on 3rd February 2021.</li> <li>The remaining development and delivery works for the project are being delivered through the Transforming Cities Fund, with construction underway. £5m of funding has also been supplied through the New Stations Fund.</li> <li>The Combined Authority and Leeds City Council are working with the owner of the White Rose Office Park, Munroe K, for the delivery of the station. A Memorandum of Understanding has been signed regarding this between the key delivery partners.</li> </ul>
<b>Thorpe Park station</b>	<ul style="list-style-type: none"> <li>This scheme has been developed through to OBC with funding from LPTIP, with further development and deliver to be funded through the West Yorkshire plus Transport Fund. The OBC for this project was approved by the CA's Investment Committee on the 3rd of February 2021. The project will deliver a station with two platforms, a footbridge, station building, lift access, cycle lane and cycle storage, bus drop off points, and a car park.</li> </ul>
<b>LBA Parkway</b>	<ul style="list-style-type: none"> <li>Design and OBC completed. Scheme delivery does require the acquisition of third-party land. In April 2021, the Combined Authority acquired a large land holding through negotiations with the landowners in order to deliver the project; this included residual land. The Combined Authority will look to acquire the two other, smaller land holdings in a similar way.</li> </ul>
Bus Delivery	
<b>Transport Hubs and connecting communities</b>	<ul style="list-style-type: none"> <li>Projects were delivered at the following locations, Middleton, Pudsey, Bramley, Harehills and Lincoln Green.</li> <li>Key activities for delivery across the transport hub schemes include improving pedestrian access to the hubs and bus services through footway widening and kerb works, improving pedestrian connectivity and wayfinding between bus stops and local facilities, enhancing the waiting environment and facilities including real time information and totem signage, and reconfiguration of bus shelters.</li> <li>Deliverables for the public transport access schemes include conversion of footways to shared foot/cycle ways, kerb works (widening / dropping) to facilitate cycles, enhanced cycleway signage and pedestrian wayfinding, upgrades to existing crossing facilities, reconfiguration of laybys, and road resurfacing works.</li> <li>The works were carried out by LCC's Highways and Transportation service and were completed in July 2022.</li> </ul>

<b>Real time Information</b>	<ul style="list-style-type: none"> <li>• This scheme involves the installation of new Real Time Information screens at stops, shelters and gateways throughout Leeds.</li> <li>• Phase 1 - Completed in September 2019 and consisted of the installation of 490 real time information screens at shelters that had an existing power supply but no real time provision</li> <li>• Phase 2 – Completed March 2022 and consisted of the delivery of 500 pole mounted screens at identified bus stops</li> </ul>
<b>Leeds Bus Station Enhancements</b>	<ul style="list-style-type: none"> <li>• This scheme has delivered a series of customer facing improvements, to enhance the customer experience at Leeds Bus Station and ensure it offers an inclusive experience for all passengers.</li> <li>• This included enhancing signage and wayfinding, improved retail offer, a new Travel Centre, improved integration with the surrounding area and additional features including solar panels</li> <li>• Construction commenced April 2021 and completed in September 2022 with some minor snagging works ongoing.</li> </ul>
<b>Network Navigation</b>	<ul style="list-style-type: none"> <li>• This scheme provided a package of user friendly, highly visible materials to help customers identify and navigate the bus network in Leeds. It improved transport accessibility and user experience by providing a user-friendly and accessible network map, linked to new colour coded bus stop flags and shelters</li> <li>• This scheme completed in March 2022, and has informed a West Yorkshire-wide rollout of these measures across the core bus network</li> </ul>
<b>Low Emissions</b>	<ul style="list-style-type: none"> <li>• This project provided 5 electric double deck buses to be used on the route for the Stourton Park &amp; Ride site. The addition of these ultra-low emission double deck buses enhances the 'low energy' Stourton Park &amp; Ride site in South Leeds. The buses achieve a minimum of 30% reduction in 'well-to-wheel' carbon dioxide emissions compared with the Euro VI standard, with the potential for greater efficiency by using 1MW of solar energy produced on-site at the Park &amp; Ride.</li> <li>• The buses were purchased and delivered to site to align with the opening of the park and ride in September 21.</li> </ul>
<b>Demand responsive travel</b>	<ul style="list-style-type: none"> <li>• This project provided funding for seven low emission vehicles for a new East Leeds FlexiBus trial scheme</li> <li>• This trial saw the introduction of an agile and dynamic public transport service accessed through a smart phone app, which uses routing algorithms to match vehicles with capacity to users.</li> <li>• Service commencement for the East Leeds Flexi bus was October 2021</li> </ul>
<b>Digital Hub</b>	<ul style="list-style-type: none"> <li>• Project to create a booking system to utilise spare capacity within the passenger transport fleet for a number of service providers.</li> <li>• The project progressed to OBC but due to increasing project risks the pilot was closed and funding allocated to the scheme has now been redistributed back into the wider programme. The learning and research gathered to date may inform future related schemes or pilots, should alternative investment opportunities become available.</li> </ul>
<b>Provision Of New Buses</b>	<ul style="list-style-type: none"> <li>• First has delivered 189 of the 284 new buses (including 9 electric vehicles for service 5 in October 2020). 5 Electric vehicles have been purchased and are in service at Stourton P&amp;R. Given the current and uncertain financial position in the bus sector, details of future bus deliveries of the remaining 90 are still to be finalised</li> </ul>
<b>Bus Operator Partnership</b>	<ul style="list-style-type: none"> <li>• The West Yorkshire Bus Alliance was established in 2019</li> <li>• The Alliance has delivered a number of successful initiatives including a young person's ticketing offer, ticketing agreements during adverse conditions such as bad weather or serious road incidents, retrofit almost 400 buses to Euro VI and coordinated service presentation on the Core Bus Network. The Alliance has also proved valuable to enable service coordination and management of communication throughout the pandemic.</li> <li>• COVID-19 has had significant implications on the delivery and financial stability of the of local bus services. At present this is mitigated by emergency funding. The Department for Transport has indicated that when this ends there will be a funding recovery package paid direct to Local Transport Authorities to manage the local recovery of the bus network. To strengthen our partnership with the operators it was approved at the Combined Authority Transport Committee in November 2020 that the Combined Authority will work alongside the bus operators of West Yorkshire to develop an Enhanced Partnership.</li> </ul>