

## Project Overview

Project Title	Leeds Healthier Streets Space and Communities
Main Funding Programme	City Region Sustainable Transport Settlement (CRSTS)
Current Forecast Project cost	£6,449,000
Funding Applied for from the Combined Authority	£6,200,000
Other public sector funding amounts and sources	£249,000, Leeds City Council held Section 106 monies

## Scheme Description

The scheme looks to realise the wider benefits to mobility and travel choice in neighbourhoods and district centres across Leeds. This is in line with the twenty-minute neighbourhood concept, where infrastructure enables easy access for people to meet most of their everyday needs locally within a convenient 20-minute return trip. Specific interventions will include prioritising walking and cycling, bus priority measures, new crossing points, enhanced cycle parking and reprogramming of traffic signals to enable and enhance walking, cycling and public transport for a range of journeys. The intention is for these measures to add to or complement existing or proposed schemes in Leeds.

The scheme will improve local travel options by encouraging use of public transport, air quality, and reduce car dependency and associated carbon emissions for local travel.

## Business Case Summary

### Strategic Case

The scheme will cover targeted locations in Leeds and provide infrastructure interventions to encourage walking, cycling and public transport uptake, as an alternative to the private car to help reduce congestion levels, improve air quality, and reduce carbon emissions. This supports objectives of the CRSTS programme, the West Yorkshire Mayor's 'tackle climate emergency' pledge, and inclusive growth, 21st Century Transport, and Climate Emergency priorities of the Strategic Economic Framework (SEF). The scheme will also complement several other planned active travel schemes across the Leeds district.

The scheme supports inclusive growth and inclusivity as it will improve opportunities to access employment, education, and housing, particularly for those without access to a car.

### Economic Case

The optioneering exercise comprised development of a long-list of 73 local centres were identified, from the Leeds Local Plan, and these were assessed against 18 wide-ranging criteria. This sift resulted in the formulation of a medium list, of 27 locations, identified as having potential to be targeted for intervention. The project then considered eight option packages covering a different combination of small, medium and large interventions. These were sifted using the project's stated objectives and Critical Success Factors (CSF) resulting in four options, being presented as the Preferred Way Forward (PWF), to be taken forward for more detailed development and assessment.

The project has identified the likely benefits of the project, such as improved health benefits, reduced absenteeism, improved safety, improved environmental conditions and reduced journey times for those travelling by bike and walking. The project also considered potential disbenefits such as increased journey time for motor vehicle users and bus passengers. There may also be minor

localised environmental impacts due to increased stop-start traffic and potential re-routing resulting in longer trips.

More detailed economic appraisal is to be undertaken once the options are further developed, which will take account of feedback from robust consultation and engagement that is planned to be undertaken.

### Commercial Case

It is proposed that the scheme will be delivered via existing tendered framework contracts for civil engineering / highway works, as well as the potential to draw on the Council's in-house direct service provision.

The procurement for delivery will draw on the strengths of pre-existing relationships with the contractors on the relevant frameworks. An established relationship of this kind will also help to address emerging or unforeseen cost risks.

### Financial Case

The total scheme cost is estimated as £6,449,000.

£6,200,000 of funding is to come from the City Region Sustainable Transport Settlement fund with Leeds City Council providing £249,000 from receipt of Section 106 contributions.

£210,000 development costs was approved at the previous activity point. The majority (85%) of this is unspent and a further £330,000 is sought for development of the Outline Business Case.

### Management Case

Leeds City Council is the lead promoting authority and will manage the contract with the identified supplier. Governance structures are being developed, based on established governance arrangements, and it is proposed this scheme will report to the Active Travel Board.

The scheme infrastructure is to be predominantly located on the public highway and processes are being put in place to ensure relevant permissions such as Traffic Regulation Orders can be obtained. It is noted that planning permission is not required to deliver the scheme however, agreements will be needed if third party land is to be used.

A scheme risk register has been developed to monitor and manage risks.

Consultation and engagement plans are being developed to ensure detailed consultation and engagement will be undertaken to support the identification and development of suitable local packages. Co-design is to be incorporated as part of scheme development.

An indicative programme illustrates construction to begin in 2025 and the scheme to be completed in 2027.

A Monitoring and Evaluation plan to monitor, record, and evaluate the realisation of benefits will be developed to align with the CRSTS Evaluation Framework, and should capture learning from the scheme to enable potential implementation of similar interventions elsewhere in Leeds and West Yorkshire.