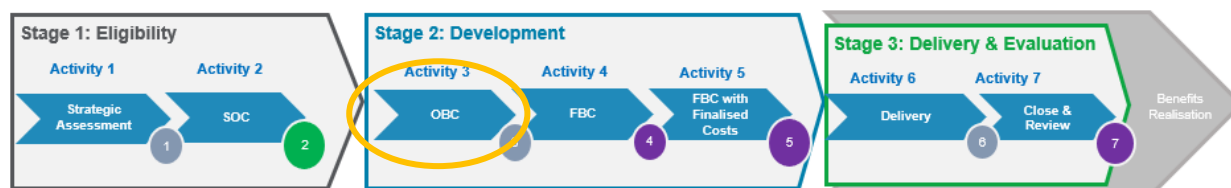


Section A: Scheme Summary

Name of scheme:	Leeds City Centre Package - City Square Plus
Lead organisation:	Leeds City Council
Applicable funding stream(s) – Grant or Loan:	West Yorkshire plus Transport Fund (WY+TF)
Growth Fund Priority Area (if applicable):	Not applicable
Approvals to date:	<p>Leeds City Centre Package level approvals:</p> <p>November 2015 – Investment Committee approval of Gateway 1.</p> <p>28 June 2018 – The Combined Authority indicatively approved a Change Request to increase the funding contribution from the West Yorkshire plus Transport Fund from £36,500,000 to £66,800,000 and that the package would be delivered as four individual phases.</p> <p>6 November 2020 – Managing Director approved Change to reallocate £1,500,000 development funding from Armley Gyratory to City Square Plus.</p>
Forecasted Approval to Proceed:	April 2022
Forecasted Delivery date (decision point 5):	December 2022
Total scheme cost (£):	£15,380,000
Combined Authority funding (£):	£6,430,000
Total other public sector investment (£):	To be confirmed
Total other private sector investment (£):	£0
Is this a standalone project?	Yes
Is this a programme?	No
Is this project part of an agreed programme?	Yes – Leeds City Centre Package (LCCP)

Current Assurance Process Activity:



Scheme Description:

The City Square Plus package of schemes will be delivered through the Leeds City Centre Package (LCCP) programme funded by the West Yorkshire plus Transport Fund (WY+TF).

The LCCP programme complements schemes being delivered through the Combined Authority's Leeds Public Transport Investment Programme (LPTIP), Transforming Cities Fund (TCF), and City Connect, as well as those led by National Highways through their Road Investment Strategy (RIS).

The City Square Plus scheme includes City Square closure, East Parade bus improvements, Westgate Slip Road, Globe Road signalisation, traffic management measure, and a signing strategy.

- **City Square Closure** – Access will be retained for buses, taxis, and cycles only. The existing all traffic route along Wellington Street, immediately north of Leeds Rail Station is removed and the area pedestrianised. Vehicular access to the southern end of Quebec Street is also removed allowing this area to also be pedestrianised, with access being maintained from the north via this section being made two-way (East Parade). The direction of traffic along Wellington Street between its junctions with Kings Street and Aire Street is reversed to maintain access to Aire Street.
- **East Parade and King Street** – Will become two-way, with new bus stops and a bus gate. The bus gate will restrict access to all vehicles except public transport and (where specified) taxis and authorised vehicles, indicated by appropriate signage. New two-way segregated cycleways will be provided, and footpaths widened. North of East Parade and The Headrow, a new two-way segregated cycle route is proposed along Calverley Street, along with formalisation of the existing car parking facilities. Parking will include a mix of pay and display and disabled spaces.
- **Westgate** – Introduction of a new westbound slip road with traffic signals, on to the inner ring road.
- **Business District Traffic Management** – Plans include signalisation of Globe Road.
- **City Centre Signage Strategy** – To reduce unnecessary vehicular journeys within the city centre, redirecting journeys to the Inner Ring Road, Strategic Road Network, and other key routes.

Business Case Summary:

Strategic Case

Delivery of the City Square Plus package will allow City Square to be pedestrianised, improving connectivity and safety for people travelling by bike or on foot within the city centre, and making it more attractive to walk

	<p>or cycle to employment, housing, retail, education, and public transport (bus and rail).</p> <p>The scheme will also improve bus journey reliability with new bus gates, new stops, and changes to routes to complement the wider network. Buses will also no longer have to compete for road space with motorists.</p> <p>ANPR (number plate recognition) survey of 2013 revealed that around 30% of traffic that uses City Square does not originate in or is destined for the city centre. So, a notable proportion of traffic simply use this route as an alternative to the Inner Ring Road for northbound journeys across the city.</p> <p>The package will complement other activity being delivered in Leeds through the Leeds City Centre Package (LCCP) programme, the Leeds Public Transport Investment Programme (LPTIP), Transforming Cities Fund (TCF), and CityConnect – and through it demonstrates support for the mayor’s “tackle climate emergency” pledge and principles of the Strategic Economic Framework (SEF), for example Enabling Inclusive Growth.</p> <p>Public consultation was held in August 2021. It highlighted 47% of responses in support of the scheme, with most support for the pedestrian improvements (67%). Engagement with businesses impacted by the scheme, which so far has been positive, will continue.</p>
Commercial Case	<p>The scheme has appointed Balfour Beatty on a design and build contract off the SCAPE framework and has signed an Access Agreement, giving it access to all building and engineering services covered by the framework.</p>
Economic Case	<p>The package reflects a Very Poor value for money when assessed against the Department for Transport’s criteria. Whilst the scheme demonstrates good benefits in terms of accident, cycling and walking, pedestrian journey time, and public space quality, they are outweighed by the significant disbenefits to motorists.</p> <p>The principle aim of the scheme is to reprioritise road space in Leeds City Centre to sustainable travel (cycling, walking and buses) and local impacts and strategic priorities have been considered as part of the value for money assessment alongside the Benefit Cost Ratio (BCR).</p>
Financial Case	<p>The package has a total cost estimate of £15,380,000 at outline business case stage. Given commitment of funding to schemes within the LCCP programme, it has an available budget of £6,430,000 from the WY+TF.</p> <p>To support its delivery programme timescales and affordability, Leeds City Council is considering a phased programme with Phase 1 comprising closure to City Square, bus improvement measures at East Parade, and essential components of its traffic management and signing strategy.</p>
Management Case	<p>The lead organisation is Leeds City Council. The scheme is forecast to start construction in April 2022 for Phase 1 and complete in December 2022.</p> <p>Leeds City Council intend to deliver the Armley Gyratory highway works and it be operational before it closes City Square to through traffic.</p>

	Scheme risks will be managed through a costed risk register and a monitoring and evaluation plan is being developed at programme level.
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Location Map

The following map shows the location of the Leeds City Centre Package: City Square Plus:



Please note, depending on the level of scheme development, the location and scope of the schemes indicated here are indicative only.

For further information on Combined Authority schemes across the Leeds City Region, please refer to: <https://www.westyorks-ca.gov.uk/growing-theeconomy/leeds-city-region-infrastructure-map>